

Volume 49

ADVERTISER 3/1/31

ANNUAL REALTOR DINNER, MARCH 5

Governor Ely, Mayor Curley
and Association Head
Among Speakers

The annual mid-winter dinner of the Boston Real Estate Exchange will be held next Thursday night at the Copley-Plaza Hotel.



Mayor Curley, a Harvardian, an orchestra which has proved a feature attraction at previous events of the exchange.

The mid-winter dinner is the most important event in the social calendar of the exchange and preparations are being made this year for a heavy crowd. A number of realty organizations already have made group reservations.

The subjects of the talks of Governor Ely and Mayor Curley have not yet been announced. Judge

Lacey, who is a resident of Detroit and a specialist in banking, corporation, income tax and real estate law, will discuss the activities of the national association for the protection of property owners throughout the country.

The judge is notable for his part in the "Couzens-Mellon controversy," a famous income tax court case waged over the valuation of Ford stock and involving about \$40,000,000. He is a member of the faculty of the Detroit College of Law and a trustee and attorney of the Children's Fund of Michigan, a \$10,000,000 foundation.



Judge Lacey

NO FIN COM WAR WITH CURLEY

Expect No Reaction to
Goodwin's Statement

Resumption of traditional warfare between Mayor Curley and the Finance Commission as a result of the charges of Chairman Frank A. Goodwin in the investigation of the school system appeared remote last night to observers at City Hall.

Chairman Goodwin insisted that he was forced to resort to public hearings in the school investigation because "the school committee failed to keep its word" to co-operate.

Chairman Goodwin's statement at the last hearing startled the audience upon learning that the Mayor has control of both the school department and the school buildings department.

The law which abolished the old schoolhouse commission did not remove the Mayor's control a year ago. But the records of both departments revealed that during the past year Mayor Curley had not exercised the control which had been exerted in previous years at City Hall.

HERALD 3/1/31 SALLY CURLEY, NIECE OF MAYOR, TO WED

The engagement of Miss Sally Paula Curley, daughter of Mr. and Mrs. John Curley of Jamaica Plain and niece of Mayor Curley, to Stanton Reid White, son of Mr. and Mrs. A. E. White of Boston, was announced yesterday by her parents. She is a graduate of Mt. St. Joseph's Academy and Mt. Ida school of Newton and is a member of the New England Club and the Riding Club. Mr. White is a graduate of Villa Nova preparatory school and is now a student at Suffolk law school.

CURLEY BACK WITH MESSAGE OF PROSPERITY

Flouting his several critics and defending his public acts, Mayor Curley, with his daughter, Miss Mary Curley, returned last night after several weeks' vacation in Florida. He predicted that a business boom and general prosperity are just around the corner.

The mayor arrived two days ahead of his scheduled return in order to appear before the legislative committees in proposed bills affecting the city.

The mayor took issue with Fin. Com. Chairman Frank A. Goodwin and denied he dominates the school committee. He rapped City Councilman John I. Fitzgerald and Martin M. Lomasney who criticized the new municipal golf course. The mayor said the new course was bought at two cents a foot and gave work to the unemployed.

POST 3/2/31 TO CELEBRATE ATTUCKS DAY Elaborate Programme Is Planned for Thursday

Crispus Attucks, colored leader and first to fall in the Boston Massacre, March 5, 1770, and his white comrade victims, will be recognized as the first martyrs to the independence of the United States on Thursday by the half-masting of flags from City Hall and all city buildings and police stations.

The National Equal Rights League, Albert G. Wolff, president, will conduct an extensive all-day celebration in observance of "Attucks Day" as part of a national movement due to the pride of the colored race in having furnished the first martyr to the founding of this republic. The League will be assisted by the Aristo Club, Carney Circle, Ladies of the G. A. R., Massachusetts State Union, Descendants of Early Colored New Englanders, Pat Toy Post, F. V. W., Carter Post, A. L., and Massachusetts Young Men's Club.

Exercises will be held at death spot, State and Exchange streets at 10:30, the grave, Granary burying ground, at 11, Declaration of Independence tablet at 11:45, Attucks Monument on Common at 12:15, and in the Charles Street A. M. E. Church, Charles and Mt. Vernon streets, at night.

Mayor Curley Back From South Monday

Mayor Curley will return to his desk at City Hall on Monday or Tuesday, according to word received by his office today. The mayor will be back in Boston from his vacation at Palm Beach with his daughter Mary on Sunday or Monday.

If he comes back to Boston Sunday he will be at City Hall Monday, while if he does not return until Monday he will not be at his office until Tuesday.

Ely and Curley to Welcome Marchand

Governor Ely and Mayor Curley have both extended personal greetings to G. E. Marchand, who comes next Wednesday to the Prosperity Show at Tremont Temple as a feature.

New educational and personal success methods, eliminating antiquated classroom methods and text books and substituting motion picture illustrations and acting by actual models, will be explained by Marchand, a prominent attorney and president of the National University Society.

16 IN SERVICE OF CITY RETIRED

Two women and 14 men, nearly all of whom had been in the city service for at least 25 years, were retired from active service at the close of business yesterday.

Those retired were Arlittia D. Parker, clerical assistant in the school department; Mary E. Quinn, matron in the park department; Timothy Barrett, officer at the Deer Island House of Correction; James P. Quinn of the public welfare department; Alexander P. Brown and Daniel A. Doherty of the assessors office; Thomas J. Burden, Sr., Thomas E. Neary, Giuseppe Morande, John Walsh, Lawrence J. McAuliffe, William F. Shaughnessy and William Clark of the public works department; Patrick Corcoran, Uranus Young and Peter Glancy of the public buildings department.

They Are to Be Married



—Both photos by White, Boston.

SALLY PAULA CURLEY, whose engagement to Stanton Reid White is announced.

SALLY CURLEY TO BECOME BRIDE

The engagement of Miss Sally Paula Curley, niece of Mayor James M. Curley, to Stanton Reid White of Boston was announced last night by Miss Curley's parents, Mr. and Mrs. John Curley.

Miss Curley is a graduate of Mt. St. Joseph's Academy and the Mt. Ida School of Newton. She is active in the New England Club and the Riding Club, a talented pianist and one of the most popular of



STANTON REID WHITE, whose bride will be Sally Paula Curley.

the younger members of the summer colony at Hull, where her parents have a summer home.

WMA

Post 3/2/31

photographer in company with his daughter, Miss Mary Curley, who appeared the picture of health after her rest.

His sudden return home, direct from Florida, the Mayor said, was prompted by his decision to appear personally this week before a number of legislative committees at the State House to favor important bills affecting the interests of the city.

Charges by Councillor John I. Fitzgerald of the West End, former Representative Martin M. Lomasney's political lieutenant, that the second municipal golf course development was the "worst piece of rascality put through the Council," brought another prompt reply from the Mayor upon his arrival home.

"Getting a Bargain"

"When anyone can buy land within the limits of the city of Boston for about two cents a foot, he is getting a bargain," stated the Mayor. "The taxpayers got a wonderful deal there, especially when you consider that land generally suitable for golf purposes is about 40 cents a foot.

"At two cents a foot, you cannot expect to get developed or pastoral land all made to order. And with the difference between two and 40 cents a foot, we provided work for the jobless. Instead of buying developed land at high prices, we bought land at a bargain and let the unemployed develop it, providing wages of \$30 a week to those most needing relief."

If the occasion should ever arise again, the Mayor said for the benefit of his critics, he would again buy cheap land for the development of a money-making golf course for the benefit of the city treasury and the jobless.

Sees Prosperity on Way

But the Mayor voiced confidence that very shortly there would be no need of providing relief for the jobless. He came home from Florida with the announcement that booming business and prosperity were on the way and due to arrive without delay.

"In my visit to the South," he said, "I met the big business leaders from every corner of the world. I met Senators, Congressmen and officials representing practically every State in the Union. And it was the general opinion of those who ought to know that we are on the verge of a new prosperous era. I am convinced of it."

HERALD 3/2/31

Curley and Daughter Back from South; Mayor Replies to Goodwin Criticism

Mayor Curley and his daughter, Mary, deeply tanned by Florida sunshine, returned home last night, the mayor apparently ready to take the aggressive against recent critics of his administration.

One of his first acts was to deny charges by Chairman Frank A. Goodwin of the finance commission that he controls both the school committee and the school building department.

"Why, of course, not," said the mayor. "The members of the school committee are elected by popular vote and surely they can not be said to be under my control. The record of the school building department will fail to show any interference by me."

"It is true," added the mayor with a broad smile, "that when either or both

Takes Off 10 Pounds

The Mayor himself was better, though not bigger. With golf, swimming and the other popular sports of the South, he clipped off about 10 pounds with the result, he said, that he never felt stronger in his life. His daughter, as well, apparently had reaped the benefits of the tropical sun.

Returning with them were her classmate, Miss Loretta Bremner of Chicago, fiancée of the late James M. Curley, Jr., together with her parents, who expect to remain here for a few days before returning to the Middle West. City Treasurer Edmund L. Dolan and Thomas J. A. Johnson of the Port Authority Board completed the Mayor's party arriving back last night.

Discussing his relation with the school authorities, the Mayor repeated that a review of his official acts will show that not once in the past year had he vetoed a single order of the school committee or the school buildings department. "Any charge that I have attempted to put the school system into politics is absolutely without foundation as a perusal of the records will show," stated the Mayor.

"On one occasion when a minority of the school committee adopted dilatory tactics that blocked the building of schoolhouses for the pupils, I stepped in and speeded up the programme to use money that was lying idle to build \$1,500,000 worth of schools to provide work for the building trades. And if a similar occasion should arise in the future, I shall pursue the same policy, regardless of criticism. If the act of providing work for the jobless is considered interference with the schools, then I am guilty. And I will do it again, every time it becomes necessary."

As for the golf course, the Mayor insisted that when completed, it will be the best in the country, surpassing private as well as public links. The old Grew estate at the Hyde Park-West Roxbury line, he said, was an ideal spot for a golf course, with fine facilities for motor, rail and trolley transportation.

The Mayor planned to spend today at Jamaicaaway, preparing his programme for the week, which will include several appearances before legislative committees, which are considering his recommendations for the \$11,000,000 central traffic artery, \$2,000,000 for new streets, and a number of other important measures, requiring State approval before the city can start work.

have been dilatory I have attempted to accelerate them."

The mayor indicated no resentment over the Goodwin charge, however, and apparently charged it up to the heat of the warfare raging between the finance commission and the school commission.

Mayor Curley also defended the project for a new municipal golf course at Hyde Park. This has been criticised in the city council, but the mayor declared the city was getting a good bargain and also providing work for many unemployed.

Expressing optimism over business conditions, the mayor said that financial leaders whom he met in the South were unanimous in the opinion that business generally is becoming better. He expects to be at City Hall in today.

No Opposition to

Three City Projects

It was plain sailing before the legislative Committee on Municipal Finance today on three of Mayor Curley's projects, two to relieve traffic congestion in Dorchester avenue and L street, South Boston, and the other providing for an additional building at the Mattapan Sanatorium. There was no opposition.

The widening and reconstruction of Dorchester avenue, from Fort Point Channel to Old Colony avenue, was a project which was expected to go through last year but which was put aside in favor of the L street widening. The city wishes authority to borrow \$1,000,000 outside the debt limit.

Representative George P. Anderson questioned whether there would be conflict if the Fort Point Channel is closed and the proposed widening put through. Judge Thomas H. Blodreau, legislative counsel, declared that the only effect of the closing of the channel would be to eliminate the drawbridge.

Joseph A. Rourke, commissioner of public works, in favor of the bill, declared that if the channel is closed there is going to be greater traffic over the avenue. He pointed out that beyond Old Colony avenue at the present time Dorchester avenue is covered with a finish that it is hoped will be extended to Field's Corner this year, making it one of the best roads in the city.

Samuel Silverman, corporation counsel, favored the bill as well as Representative Lee, Durgin, Hickey and Senator Twoig of South Boston.

The same group of city representatives appeared in favor of the mayor's bill for authorization to extend the widening of L street in South Boston to Emerson street, in order to avoid a blunt edge of stone at Fourth street. The bill does not call for an appropriation as the money is already appropriated.

Declaring that the Mattapan Sanatorium is overcrowded, Representative Robert L. Lee of Charlestown urged his bill authorizing the city to expend \$700,000 for an additional building to provide between 150 and 200 beds. The money would be borrowed outside the debt limit.

At the present time, the legislator declared, there are 205 cases that Boston has scattered throughout the Commonwealth in other institutions being unable to supply accommodations.

CITY HALL HELD RESPONSIBLE

To the Editor of the Transcript:

Again yesterday the city was disgraced by a riot on Boston Common. According to the press of that afternoon, three men and three women were arrested and a policeman was beaten. Once again the responsibility for this sort of thing rests on the administration at City Hall.

On Feb. 24, according to the press, Nat Kaplan district organizer of the Communists, requested a permit for a meeting on the Parkman bandstand, apparently to discuss the unemployment situation. Acting Mayor McGrath promptly refused the permit. With the proper police protection the meeting might have been held without trouble of any kind. How much longer shall we allow city officials by abuse of power to bring disgrace upon the city?

JOHN S. CODMAN

Boston, Feb. 26.

Post 3/2/31

Mayor Curley Back Home, Defends Acts



MAYOR CURLEY AND DAUGHTER ARRIVE HOME
Miss Mary Curley and her father are shown as they arrived late last night
at the Back Bay station.

CURLEY BACK IN BOSTON

Defends Mayoral Acts
Against Goodwin
Statement

RETURN NOT CAUSED
BY SCHOOL PROBE

Wants to Speak on
Hub Bills Before
Legislature

Mayor Curley unexpectedly returned home late last night, and as he stepped from the Palm Beach special at the Back Bay station, primed by a few weeks' rest in the Southland, he defied the critics who have been active during his absence.

FACE BRONZED

Defending his acts during the first year of his third administration, the Mayor said, "if I had to do it over again, I would do it the same way. Furthermore, I shall continue the same policies during the current year."

His bronzed face broke in a broad smile when he was informed that Chairman Frank A. Goodwin of the Finance Commission in public hearing at the school investigation charged that the Mayor controlled both the school committee and the school buildings department.

"Why, the records of the school department and the fact that the school committee members were elected by popular vote would disclose that there is absolutely nothing in the charge that I have ever attempted to put the schools in politics," the Mayor smiled. "I'll admit that when on one of two occasions, they have pursued dilatory tactics I have speeded them up a bit. And I will do it again, if necessary. But as for controlling them, there is nothing to it."

Why He Returned

The Mayor denied that the school investigation had brought him rushing back to Boston two days early. He told the Post reporter that he had not heard of the Finance Commission reference to him until he posed for the

publish cannot be abused until it is exercised, and before it is exercised there can be no responsibility.' The court, there, held these words to extend to theatrical performances.

"In recapitulation, all we seek to do by this change is to take away this unfair power of censorship, which has been abused, from the hands of one or two men; to give the theatrical people an opportunity to be heard and defended in court; to permit Bostonians the privilege of seeing many excellent plays which are warned away or changed in general to restore drama to its high place among the arts."

Curley Returns to Defend Hub Bills

Mayor Curley, accompanied by his daughter Mary, her classmate, Miss Loretta Bremner of Chicago and her parents; City Treasurer Edmund L. Dolan and Thomas J. A. Johnson of the Port Authority Board, arrived in Boston from Florida Sunday night, two or three days earlier than expected, the mayor explaining that he was anxious to appear in behalf of several bills, particularly those on transportation which will be heard at the Legislature this week.

The mayor said his three weeks in the South had proved most beneficial to himself and daughter. Fishing, boating, golf and bathing had given the party a deep bronze color. The mayor had lost ten pounds, but he said he never felt better in his life.

Most interesting of the messages the mayor gave to inquiring newspapermen was that, after talking with representative men from various parts of the country, he was convinced that business is picking up rapidly and that the unemployment situation will show improvement from now on.

When he was asked about the statement of Chairman Frank A. Goodwin of the Finance Commission that the mayor controlled both the School Committee and the school construction department, Mr. Curley replied that it was absurd to think that he had attempted to put the schools in politics. On one or two occasions, he said, he had speeded up the work of the School Committee.

In reply to the criticism of Councilor John I. Fitzgerald that the city had bought a "gold brick" in West Roxbury for a golf course, the mayor insisted that, when completed, it will be one of the best in the country.

"BILLY" SUNDAY AND P. E. DALBOUZE GIVEN KEYS

Two large keys, fashioned out of historic wood, as souvenirs of the city of Boston, were presented today to two visitors at City Hall by Acting Mayor Joseph McGrath.

The visitors were Rev "Billy" Sunday and P. E. Dalbouze, a prominent French business man who is in Boston as a guest of the Harvard School of Business Administration. The two guests came and left the hall alone, but were present in the Mayor's office at the same time.

CURLEY HOME FROM FLORIDA

Found General Sentiment for Prosperity

Well tanned by Florida sunshine, Mayor James M. Curley, accompanied by his daughter, Miss Mary Curley, returned home from Florida last evening.

Men of prominence in politics and business whom he met in the South, he says, are agreed that the tide is turning and that the country is on the edge of another surge of prosperity.

The Mayor returned last night, he said, because he wishes to appear before Legislative committees this week on measures affecting the city of Boston.

BOSTON IS WARNED AGAINST EXPENDITURE

Council Told City Faces Work of Controller

Additional \$275,000 Voted for Public Golf Course

With Councilors Fitzgerald and Kelly opposing and 17 members voting in favor, Mayor Curley's order for an additional \$275,000 for construction of the proposed public golf course at West Roxbury, was passed yesterday by the City Council, after more than two hours' debate. The order having passed its second reading it now goes to the Mayor for his signature.

Those voting in favor of the project were Messrs Bush, Cox, Curtis Donovan, Englert, Fish, Gallagher Gleason, Green, Hein, Mahoney, McGrath, Power, Ruby, Wilson and Murray.

For half an hour prior to the roll call, Councilor Fitzgerald made a vigorous speech opposing the project and warned the City Fathers of the financial condition now facing Fall River.

Councilor Fitzgerald said that Boston was facing a city controller and that "it won't be long before one will have to take hold if the City Councilors sit idly by and vote away millions of the public's money on projects in the guise of aiding the unemployment situation."

Other cities, said the West End Councilor, will find themselves in the same circumstances as Fall River now does unless there is a change in the attitude of members of the City Government expending vast sums of public money. Fitzgerald contended that the golf course should be a State instead of a city project.

Kelly Also Opposed

Councilor Kelly opposed the golf order on the ground that it would not help unemployment from the day labor angle, that the 172 workmen now employed on the course would soon be discharged and that only a few contractors would be enriched by the order.

Councilor Ruby of Dorchester favored its passage because he knew "a public golf course was a good business investment." At this point Councilor Hein of Alston moved for the previous question which shut off further debate. In short order the Council took a roll call vote.

Councilor Bush of Roxbury, chairman of the committee on finance, furnished the Council additional information on the proposed course. It was to the effect that the land in question was considered well adapted for a golf course and that the course could be laid out well within the appropriation if certain divisions of the work were let out on contract and the park commission not compelled to rely on inexperienced day labor.

Councilor Wilson believed the requested details had been supplied and he saw no reason why the Council was not now in position to vote on the order.

The Council passed an order of Councilor Lynch of South Boston requesting the art department to remove from Edward Everett sq the statue of Edward Everett and place it in the plot near the historic Blake house nearby. The statue was run into by an automobile Sunday and tipped over.

For Municipal Building

The Council favored the order of Councilor Fish of Dorchester calling for a municipal building in the Fields Corner section.

The Council also passed the order of Councilor Cox of West Roxbury that the corporation counsel file a petition in the land court to determine the ownership of the flats along the South Bay and Roxbury canal to be filled in connection with the so-called South Bay development.

The Council also voted \$350,000 for a new fire station in South Boston; \$350,000 for a new police station at the West End; \$350,000 for a new police station and garage to replace Stations 4 and 5 at LaGrange st and the South End; \$50,000 for a mothers' rest at Wellington Hill, Dorchester; \$25,000 for the removal of a ledge at the John J. Connolly playground, Roxbury, and \$25,000 for the erection of a locker building on Charlestown Heights.

Another order passed called for the appropriation of \$300,000 to be expended by the Overseers of Public Welfare for a new Charities Administration building.

The Council will hold a public hearing at City Hall, Wednesday evening March 11, on the classification of county employees.

Not City Hall But the Court To Be Censors

Present Theater-Licensing, The Proposed Change and Possible Consequences

THE annual gesture in behalf of an amendment to the licensing act that gives the Mayor of Boston control of the Bostonian theater will be made at the State House next Thursday. The Committee on Cities will observe and consider—no doubt an admirable body in other functions, but mildly amusing when it sits to scrutinize the state of the stage. It will hear a proposal to make the mayoral licensing of Bostonian playhouses mandatory upon payment of the authorized fee. He may no longer impose "reasonable terms and conditions." There is no mention of any right to revocation. As yet the amendment, however desirable, can muster no more impressive or influential advocates before the committee than a directress of the wild and whirling amateurs at the Barn a few years since; two teachers in schools of the drama or of acting; a whilom lecturer for the Theater Guild who, within easy recollection at a conference in New York, was abusing the professional American theater at the top of his voice.

There is no active body of public opinion behind the proposed change. There is none, indeed, actively hostile to the present exercise of theater-censorship in Boston. Following the national custom, we have hysterics, good, plenty and very loud, when such a flagrant case as that of "Strange Interlude" comes along. The fit over, ninety-nine one-hundredths of us return to the usual inertia; while the other one-hundredth continues to note with a superior smile the purifying and uplifting of the drama according to the ways of City Hall. The probability is that the committee will direct "leave to withdraw" without rising from its chairs. Trust the men of politics to hold up the hands of their fellows. "Political censorship?" Why, in the name of all that is established should there be any other? "The only time when such a bill as this has a chance of passing comes in a time of indignation and animosity against some new folly of the censor."

Situation

There are, however, two advocates of the change who deserve the attention of friends of the Bostonian stage and of sensible and liberal-minded persons generally—Messrs. Sidney S. Grant and S. E. Angoff, the legal authorities upon book-and-theater censorship in Boston and in Massachusetts. Their recent articles in the *Law Review* of Boston University are a full, accurate and fair-minded account of its workings. Their suggestions for betterment are born of knowledge, intelligence, fair-mindedness and sense of realities. They have drawn a brief in favor of the proposed amendment to the law (as they drafted it) and prefixed a less

legal note that follows herewith. It seems an exact description of the workings of a statute that makes the Mayor of Boston overlord of the Bostonian stage, subjecting the plays and the acting upon it to his censorship or to the censorship of his agents—say the illustrious Casey. "The result is a supervision of the stage exercised by persons whose critical faculties are by no means of the highest caliber and whose ideas or morals are governed more by deep-rooted prejudices, religious restrictions and political fancies than many persons would wish."

"Under our present licensing act," Mr. Grant and Mr. Angoff begin, "the Mayor of Boston is virtually the dictator of the theater. The act gives him the power to issue a license upon such terms and conditions as he deems reasonable. If for any reason a theater-owner incurs the Mayor's displeasure no license need be granted. Recourse to the courts is almost useless. Pending litigation the theater is closed and profits lost. Litigation itself is rarely, if ever, of any effect as the Mayor may do what seems reasonable to him and the court will never upset his judgment unless a clear breach of public duty is involved."

"The statute further provides that the Mayor, the Police Commissioner and the Chief Justice of the Municipal Court of the city of Boston, by a majority vote, may revoke or suspend theatrical licenses at their pleasure. Here again the mayor's power and influence are enormous. A mayor may, if his mandates are unheeded by a theater-owner, procure the revocation of the offender's license. The mayor need not even wait until August which licenses are issued. He can revoke immediately."

"It is apparent that by virtue of these powers the Mayor is enabled to exercise a sweeping supervision over the stage. He may determine just what plays may be shown, in what manner they may be presented, how they should be acted. If he so desires he may revise the text to suit himself and substitute, as has been done many times in the past, words and sentences to replace those stricken out. In short a Mayor can, if he chooses, become censor, playwright and critic."

"There are no provisions in the licensing act which expressly give the Mayor of Boston the power to censor. His importance in such case arises from the right to issue a license as he sees fit and to revoke at his pleasure along with the consent of either the Police Commissioner or the Chief Justice of the Municipal Court. As a result the Mayor can establish a pre-censorship of the stage that no theater-owner would dare challenge. Loss of profits, should he contest the Mayor's decision, and the small likelihood of winning determine the producer's course."

"Precensorship"

"Precensorship of any sort never works well. We could not conceive of a censorship that demanded official approval of newspapers before publication. Such a situation did exist in the eighteenth century. Even the youthful Franklin became involved with the censors. But what has disappeared from the field of journalism as an unenlightened custom has apparently settled upon the theater. A previous censorship is un-American, and its exercise impliedly asserts that our courts and juries are failures. It denies the accused his day in court. It savors strongly of a dictatorship. It is not in accord with democratic principles. In the long run it defeats the very purpose that its proponents seek by the advertising and furor which accompany the banning of plays. When 'Strange

Interlude' was prohibited, the suppression of the day inform us that the sale of the book-version of the play increased; library copies became precious; the alleged obscene passages were widely discussed on the street, on the trains and in the homes of persons who (ordinarily) would not have seen the play. When the play was presented in Quincy, crowds went to see it despite numerous obstacles due to transportation facilities and distance."

"The present licensing act, as exercised in the past, has affected plays which treated sex seriously and in an intelligent and adult manner. It has rarely been exercised against burlesque shows of the cheaper type with their vulgar display of the body and their suggestive conversations."

New Era

"Undoubtedly, there are some who justify such an autocratic statute on the grounds that our youth must be protected. But these fears have no sound foundation. The stage is becoming more serious and more intelligent, especially since the advent of the talkies. The past season, here in Boston and elsewhere, has demonstrated that only plays of the first order are financial successes. The audiences which go to plays are now made up of intelligent adults. The average play now produced is for the grown-up—both in years and intellect. Children cannot understand and therefore cannot be affected. They are plainly bored and seek the talkies. Consequently, the legitimate stage is now restricted to plays which are appreciated and viewed by a select group. Would a child appreciate 'Green Grow the Lilacs,' 'The Applacent,' 'A Month in the Country' (all by the excellent Theater Guild), 'Street Scene,' 'The First Mrs. Fraser,' 'Scarlet Sister Mary,' 'Death Takes a Holiday,' 'Michael and Mary,' 'Topaze' and others which have appeared in Boston during the current season."

"It cannot be said that the present generation is satisfied with our previous censorship (the licensing act of Victorian origin). On the contrary, legislation in the past ten years shows that there is a more liberal trend. In 1922, a referendum on State censorship of moving pictures revealed, by a vote of almost five to two, that the voters of Massachusetts were opposed to censorship. Last year the book-law was amended by the Legislature."

Change and Consequences

"If the old licensing act is repealed and this new one passed, we are amply protected by a criminal statute, which punishes 'whoever, as owner, manager, director, agent or in any other capacity, prepares, advertises, gives, presents or participates in any obscene, indecent, immoral or impure show or entertainment. . . . The court and a jury will determine what is an obscene show, as they should. If they can be depended upon in murder, robbery, and other criminal cases, surely they can be depended upon in obscenity cases."

"Perhaps this can be best stated in the words of a judge of the highest court of California when confronted with a case of previous censorship: 'The right of the citizen freely to speak, write, and publish his sentiments is unlimited; but he is responsible at the hands of the law for an abuse of that right. He shall have no censor over him to whom he must apply for permission to speak, write or publish; but he shall be held accountable to the law for what he speaks, what he writes and what he publishes. It is potent that this right to speak, write and

Post 3/3/31

GLOBE 3/3/31

INSURANCE ON TUNNEL PROTESTED

**\$10 Per \$100 Rate
Called Excessive
by Sullivan**

Protest against the proposed attempt to charge the city a liability insurance rate of \$10 on each \$100 in the payroll for the construction of the \$16,000,000 East Boston traffic tunnel was sent last night to State Insurance Commissioner Merton L. Brown by Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission, who charged that the premium was "excessive and unjustified."

TOO HIGH, HE CLAIMS

He complained that it was 10 times as high as the experience rate made by the city in the construction of the East Boston Elevated tunnel and the Governor square subway extension, which were more hazardous for the workmen. The new \$10 per \$100 rate was established for the new East Boston tunnel job only a few days ago at a conference of the Massachusetts Rating and Inspection Bureau, representing the large insurance companies here.

Why High Rate Approved

As approved by the State commissioner, the rate would apply to all payrolls of the general contractor and of all the sub-contractors, except that for the clerical office employees and draftsmen, Chairman Sullivan protested.

At the office of the insurance commissioner, it was stated that the high rate was approved principally because the work would have to be done under compressed air, which occasionally produced a caisson disease commonly known as the "bends."

Urges Session to Cut Rate

But Colonel Sullivan retorted that more than half of the work would be carried out in free air. He complained that his department had not been given the opportunity to be heard in the matter and urged that the insurance commissioner hold a session today for the purpose of reducing the rate, as the bids on the first section of the tunnel will be opened tomorrow noon, and the contractors should have a chance to include the lower rate in their bids, resulting in a saving to the city.

Of a total payroll of \$2,045,006.11 in the East Boston subway extension, the city paid but \$17,509 in compensation to injured employees, and only \$5000 out of a payroll of \$417,592 at Governor square.

CITY HALL NOTES

Bootblacks will not be permitted to shine shoes on Sunday mornings under an order introduced by Councillor John F. Dowd, which will be given a public hearing at City Hall a week from today before the committee on ordinances, headed by Chairman James Hein.

Not to be outdone by the Mayor, who can call upon the corporation counsel for legal advice, the Council yesterday established a committee of lawyers to provide opinions in law. Comprising the committee are Councillors Israel Ruby, chairman; Robert G. Wilson, Jr., Herman L. Bush, Clement A. Norton and Laurence Curtis, 2d.

Without debate, the Council yesterday renewed the license to hold Sunday sports at Braves Field after the Boston National league baseball club posted a \$100,000 bond with the treasurer's office.

With the solitary opposition of Councillor Fitzgerald, the Council yesterday adopted the order to spend \$300,000 for an addition to the Public Welfare Administration building at Chardon and Hawkins streets, West End, the local representative insisting that the building should be erected on the opposite side of the street.

To determine a standardized salary scale for the 1027 employees in the service of the county, the City Council will hold a public hearing next Wednesday night, a week from tomorrow night, at City Hall, to consider objections to the proposed classification drawn up by Budget Commissioner Charles J. Fox.

Warning that an attempt would be made to claim city land in the proposed filling in of the old South Bay, Roxbury Canal and Fort Point Channel at a cost of \$7,000,000, City Councillor Joseph P. Cox of West Roxbury yesterday urged that the Land Court establish the ownership of the flats.

As a result, the Council unanimously adopted his order requesting Corporation Counsel Samuel Silverman to petition the Land Court without delay to partition the property.

Council for Removal of Edward Everett Statue

Removal of the Edward Everett statue, which was knocked down early Sunday morning by a motorist, from its former position in the centre of Edward Everett square, Dorchester, to the adjoining park reservation, was demanded yesterday by Councillor William G. Lynch in an order unanimously adopted by the Council.

Mayor Curley will take the matter up with the Art Commission in a few days, and it is expected that the long-continued demand for the removal of the statue for the relief of traffic congestion will be successful as the result of the Sunday accident.

SEEK \$1,000,000 LOAN

TO WIDEN DORCHESTER AV

Representatives of Mayor Curley appearing before the Legislative Committee on Municipal Finance yesterday sought a loan of \$1,000,000 to widen Dorchester av from Fort Point Channel to Old Colony av. Judge Thomas H. Bilodeau said the loan is to widen the avenue, relieve congestion and eliminate the curve at Dorchester-av Bridge.

Joseph A. Rourke, Commissioner of Public Works, said the closing of Fort Point Channel would increase traffic over the avenue. He said an 80 to 100-foot street was planned at the Broadway entrance of the Boston Elevated.

Corporation Counsel Silverman and Representatives Robert V. Lee, Durgin and Hickey and Senator Twohig, all of South Boston, favored the bill.

Representative Robert L. Lee of Charlestown urged his bill to authorize Boston to borrow \$700,000 outside the debt limit for additional building at the Mattapan Sanatorium for between 160 and 200 beds.

RECORD 3/3/31

\$275,000 MORE FOR HYDE PARK GOLF COURSE

An additional appropriation of \$275,000 for the new municipal golf course in process of construction in Hyde Park and West Roxbury was passed on its second reading by the City Council yesterday, despite a vitriolic attack on the Curley administration by Councillor John I. Fitzgerald.

Fitzgerald, who with Councillor Francis Kelly of Dorchester, constituted the sole opposition to the bill, foresaw a predicament similar to Fall River's finances for Boston unless the council's policy of "voting for anything and everything that comes before it, regardless of its merits," is stopped.

"Nichols refused to go through with the golf course proposition, and nobody could accuse his administration of being one of angels or saints," asserted Fitzgerald, "but the City Council sits idly by while we are spending millions of dollars."

WARNS COUNCIL ON FINANCES

Fitzgerald Thinks City
Heading Toward Plight
Of Fall River

\$275,000 ORDER FOR GOLF COURSE PASSED

A sharp attack by Councilman John I. Fitzgerald, yesterday, on the Curley administration culminated in his warning that Boston is confronted by the prospect of a city comptroller or a governing commission like that in control of Fall River.

He called on the council to recede from its attitude of "sitting idly by and voting fabulous sums of money under the guise of unemployment," and contrasted the "unemployment" emphasis of the Curley administration with the stress placed during the Nichols administration on "the sick, aged and infirm at Long Island Hospital" and "the dying at the City Hospital."

VOTE FOR ORDER

Fitzgerald's speech came during the work for a loan order of \$275,000 to insure the completion of the municipal golf course in Hyde Park.

Fitzgerald and Councilman Francis E. Kelly of Dorchester voted in the negative.

In support of the appropriation Councilman Herman L. Bush pinned on Park Commissioner William P. Long an unqualified statement that the golf course can be completed "within the asked-for amount" and declared that the engineer, Donald Ross, had been misquoted when he was pictured as the author of the statement that the Grew estate, under conversion into golf links, was unsuited for such use. The statement referred to another tract.

"I don't know how long the city council is to stand being tossed around and how long the council is to vote for everything that is brought in here," said Fitzgerald. "At the present time a commission is in control of Fall River and there are other cities which are in a similar predicament. It won't be very long before we have a city comptroller here or a commission running the city."

"I know what's going on. I don't believe in the methods which are being used. Things should be open and above board. This group did everything to saddle this Grew estate upon the state government. Then they tried the veterans bureau, offering it as a site for a hospital. When officials who were honest declared that they wouldn't accept the land as a gift, the argument was used that 'you can take stone enough out of the land to erect all your buildings.'"

"I say," continued Fitzgerald, "that there is stone enough on this golf course to build all the cellars that will be built in Boston for 50 years."

TRANSIT BOARD HITS TUNNEL BID TERMS

Demands Revision of Premium
For East Boston Tube

The transit commission yesterday protested the approval of Insurance Commissioner Brown of the liability insurance premium of 10 per cent. of payroll to be demanded of the successful bidder for the construction of section A of the East Boston vehicular tunnel, and demanded a downward revision of the rate before noon today.

Col. Thomas F. Sullivan said the city must pay whatever premium the contractors are forced to assume and that the decision of the Massachusetts Rating and Inspection Bureau which Commissioner Brown has approved "cannot be justified."

He added that the explanation of the insurance commissioner's department, defending the 10 per cent. rate, because the work is to be done under compressed air, is ridiculous.

He told Commissioner Brown that "considerably more than one-half of the payroll for this contract will be for work done in free air" and he added that only \$19,753.14, or less than one per cent. of the construction payroll of \$2,045,006 on the construction of the Maverick station of the East Boston tunnel, was expended for doctors, nurses and hospital charges and that on the Governor square subway extension, on which \$417,592 has been spent for payroll requirements to date, the total expense for injured employees, doctors, nurses and hospital charges has been \$5492. The East Boston traffic tunnel project, Sullivan maintains, is not comparable, from the standpoint of hazards, with either the Governor square or Maverick station jobs.

TO DETERMINE CITY FLATLANDS CLAIM

Council Directs Silverman to
File Petition

Determination of the city's claim to ownership of the South bay flatlands is the object of an order which the city council sent to Mayor Curley yesterday, directing Corporation Counsel Silverman to file a petition in the land court for a partition of the lands.

Councilman Joseph P. Cox of West Roxbury, who maintains that railroads are trying to grab the flatlands of Fort Point channel, South bay and the Roxbury channel, offered the order and argued that the city's right to ownership can be judicially supported. A state commission has recommended filling of the lands at an expense of \$7,000,000, to be divided between the commonwealth and the city and a legislative hearing is scheduled for this week.

Councilman Fitzgerald was alone in

OPPOSE SUM TO SEAVER SCHOOL

Parents Claim Parkman
Should Have Addition

Contending that the yard of the Edward P. Seaver School in Forest Hills is unhealthy and "a terrible place for children," a delegation from the Parent-Teachers Association of the Francis Parkman School called on the Boston school committee, last night, protesting the construction of an eight-room addition to the Seaver School. They favored an addition or a new school building constructed in the yard of the Francis Parkman School, claiming this is on high ground.

Russell Rose, heading the delegation, stated that the association despatched a registered letter to the school committee last Saturday and came to the meeting for their reply. Chairman Joseph J. Hurley informed him that the committee had arranged to reply to the letter, when Rose urged that the delegation be informed then and there what the reply consisted of.

Hurley stated the committee is in receipt of another report from Assistant Superintendent John C. Brodhead concerning the matter, which they would like to study further before replying to the parent-teachers association.

Committeeman William A. Reilly interjected at this point to state that he had made up his mind definitely that the most adequate and equitable solution was to split the appropriation and spend one-half in each school.

"Do you realize the conditions at the grounds of the Seaver School?" asked Rose. "Have you looked the situation over thoroughly. The damp surroundings at the Seaver School are unhealthy and a terrible place for children."

Chairman Hurley declared that the educators are positive in their recommendations to the school committee that the best solution would be four-room addition to each school in question.

his opposition to the passage of a loan order of \$300,000 for an addition to the public welfare building on Chardon street.

An order by Councilman Lynch called on the art commission to remove the statue of Edward Everett, knocked over by an automobile a few days ago, to the park adjacent to the historic Blake house. A similar effort in past years failed because of the disapproval of the art commission.

A desire to transfer responsibility for approving the classification of the compensation of county employes, prepared by Budget Commissioner Charles P. Fox, led to the withdrawal of the report from the committee on county affairs and its assignment to the executive committee consisting of the entire council membership. The political significance of the onslaught which groups of county employes have been making on the classification report inspired the sub-committee to seek relief from a complex task. The council ordered a public hearing Wednesday evening March 11.

A permit was granted for Sunday baseball games at Braves field during the major league season.

RECORD 3/4/31



HERALD 3/4/31

10 TUNNEL BIDS OPENED TODAY

Two Boston Contractors
Represent Outside
Companies

PRELIMINARIES MAY DELAY ACTUAL WORK

Bids for the contract to build the major section of the \$16,000,000 East Boston vehicular tunnel, to be opened at noon today in the office of the transit commission, are expected to reveal particularly keen competition among 10 nationally known contracting companies.

Two Boston contractors will represent outside concerns in the bidding as a result of agreements recently reached which will not make it compulsory to disclose the identity of the companies which will do the work if either of the local competitors submits the lowest proposal.

On the assumption that the contract will be awarded to the lowest bidder, engineering experts who have been studying tunnel plans informally admit they have clipped their estimates to the lowest possible figures with the result that the contract price is expected to be substantially below estimates averaging \$7,000,000.

FACE THREAT OF APPEAL

Though confirmation has been lacking, city officials accept as accurate a threat said to have been diplomatically made that award of the contract to other than the lowest bidder will be

followed by an immediate appeal to the courts.

Engineers asserted yesterday that a maximum of 120 men per shift would be the limit on the project, thereby placing the total force to be employed well below 400.

Positive declarations that the job will not be completed inside the time limit of two years specified in the invitations to bidders, unless greater speed is attained than has hitherto been achieved in similar construction work, injected an unexpected angle into the problem confronting the transit commission. It is also the belief of tunnel engineers that a minimum of two months will lapse after the actual signing of the contract before excavating will be started at Liverpool and Decatur streets, East Boston. The building of the shield with which the digging will be done, construction of the compressing plant, and other essential adjuncts to work under compressed air, will require two and possibly four months, thereby substantially reducing the time for actual tunnel digging.

Contractors, familiarizing themselves with Massachusetts labor laws, have learned that revised regulations governing work under air pressure between 18 and 26 pounds, limit actual employment to not more than six of eight hours.

On Job!

Mayor James M. Curley, left, front, shown at City Hall yesterday, on his return from Palm Beach. He caught up on correspondence with Cornelius A. Reardon, standing; John A. Sullivan and John P. Maloney, right.

HOUSE RESCUES MAYOR'S BILL

Reverses Previous Action
By Passing Measure
Affecting Assessors

Mayor Curley's powerful influence in the Legislature was forcefully demonstrated yesterday when the members of the House of Representatives in reacting to some overnight pressure by his supporters completely reversed their position on his bill to place his 23 second assistant assessors under the protection of civil service without being forced to submit to competitive examinations.

By an overwhelming voice vote the bill was rejected at Monday's session. By an equally decisive registration of sentiment yesterday, the previous day's action was reconsidered and the bill was passed to be engrossed. It was predicted yesterday that the fight against it will be renewed when the bill is returned to the House for its next legislative step.

So complete was the rout of the opposition yesterday as led by Representative Owen A. Gallagher of Boston that his request for a rising vote was immediately withdrawn as the members stood up almost in a body. Many of the assessors who had lobbied for the bill prior to the session followed the debate from the gallery.

TOTALLY UNEXPECTED

The decisive defeat was totally unexpected in view of the fact that opposition had been voiced by several conspicuous Boston Democrats, including Representatives Leo M. Birmingham, the Democratic floor leader, John Patrick Connolly, Gallagher and John V. Mahoney.

Supporting the bill was a combination of Democrats and Republicans including Representatives Eliot Wadsworth, Richard E. Johnston, Louis A. Webster, Lewis R. Sullivan, Jr., William P. Prendergast, Bernard Finkelstein, William E. Kirkpatrick and Alexander Sullivan.

The bill already has been passed through the Senate, and favorable action by the House at its next stage will send it to Gov. Ely for executive sanction. None would predict yesterday how it would be accepted by the Governor.

JUDGE DOWD TALKS ON COLONIAL HISTORY

Tablets Commission Head Heard Over Radio

In tracing the development of American history, especially of the period covered by Colonial days—from 1630 to 1783—no city in the land affords a more fruitful field for survey and study than Boston, according to Judge Thomas H. Dowd of the Boston Municipal Court, acting chairman of the historical sites commission of the city, speaking yesterday afternoon from the City Hall radio studio over WNAC. In part, he spoke as follows:

"For more than 150 years here was staged the mighty drama whose theme was human liberty and whose unities of time, place and action pitted the meager strength of a struggling colony against the towering might of a dominant empire. Across the stage of a virgin land set with the background of primeval wilderness, heroic figures appeared, played their allotted parts, and passed on to be succeeded by equally heroic figures, each in turn making its contribution to the contending forces.

"Here for a century and a half, amid the ever shifting scenes of a mighty conflict, such as the world had not witnessed before, King and subject, Royalist and Puritan. Might and Right, fought the age-old struggle of man's desire to be free. The climax, reached by the Declaration of Independence in 1776, inspired the hopes of subject peoples of earth, and when in 1783 the drop curtain was rung down on the final act by the Treaty of Peace, the American Nation was born and the world witnessed the birth of a new political and moral creed.

"The heroic actors of this great drama have long since made their exit from the stage of life, but ere they departed they left the imprint of their indomitable will and purpose upon human progress and human civilization.

Service of Sons of Boston

"Later, in the formative period of the Republic, during the trying years immediately following the establishment of the Nation, and subsequently during the Civil War, which resulted in the abolition of slavery, and the establishment of the political solidarity of the Union, the Sons of the Commonwealth and of Boston rendered honored service in every hour of the Nation's need. The scenes of their glorious labors are sacred to the cause of human liberty.

"It savors of the ingratitude of republics that these shrines of heroic ancestors, these landmarks of American history, priceless in their significance, wherever human liberty is honored and revered, should have hitherto escaped general official recognition. There had been, it is true, sporadic markings of some of the most historical events and places, by organizations interested in a particular incident or personage, but no compre-

hensive, systematic plan had ever been followed in this worthy patriotic work. It was not until the year 1891 that any general interest was evidenced in this direction. In that year the Sons of the Revolution took up the work of marking with suitable bronze tablets the historic places connected with events occurring in Boston and Massachusetts during the War of the American Revolution. As the activities of this worthy patriotic organization were limited to the period of the conflict with Great Britain—that is from 1776 to 1783—much of Boston's early history was left unnoted by tablet or memorial.

Mayor Curley's Vision

"Acting on the suggestion of the chairman of the tablet committee of the Sons of the Revolution on June 5, 1924, Mayor Curley, with his usual broad vision sensing the need of comprehensive action in marking these historic shrines, appointed a commission known as 'The Commission on Marking Historical Sites,' whose function was to mark with appropriate tablet or memorial the most important events and places connected with the history of Boston from the date of its settlement. An appropriation of \$15,000 was provided by the City Council to carry on the work.

"A searching study of the city's early history was immediately begun by the commission. It was early realized that a large and laborious, though intensely interesting task, had been assumed. The march of progress with its attendant changes in the topography of the city had largely obliterated the original settings of early historic places and incidents. Many of the homes, meeting places and scenes of activity of the early colonists had been repeatedly replaced by more modern structures. Much preliminary investigation of early records, plans, maps and prints, was pursued in order that historical accuracy might be reached in locating the sites of the dwellings and the scenes of activities of the Puritan founders. Wherever possible a bas-relief of the person or place or the incident commemorated has been incorporated in the tablets placed by the commission.

"On Tuesday, July 8, 1924, the first tablet was unveiled and dedicated with appropriate exercises."

MAYOR CURLEY HONORED BY BOSTON HOCKEY CLUB

Announcement was made yesterday that Mayor Curley has accepted honorary membership and a position on the honorary advisory committee of the Boston Hockey Club extended aim by the board of directors.

CONGRATULATES GREEN UPON HIS 58TH BIRTHDAY

Mayor Curley yesterday sent a congratulatory telegram to William Green, president of the American Federation of Labor at Washington, D C, upon his 58th birthday anniversary.

REPORT BILL ON SPORTS OUTFITS

The Legislative Committee on Municipal Finance this afternoon reported a bill, based on Mayor Curley's petition, authorizing the School Committee of the city of Boston to expend money for athletic wearing apparel and clothing and for repairing and maintaining the same for use by pupils of the public schools of the city.

As reported the bill read:

"The net receipts accruing from all athletic contests and games engaged in by the pupils of the public schools of the city of Boston shall be deposited in the city treasury and held for expenditure for purchasing athletic wearing apparel and clothing, and repairing, altering and cleaning the same, for use by the pupils of said schools in connection with athletic contests and games, and for other incidental expenses connected therewith, and shall be expended as aforesaid on order of the school committee of said city.

"This act shall take effect upon its passage."

MAYOR APPROVES MANY CITY DEPARTMENT APPOINTMENTS

Mayor Curley yesterday approved several appointments in the various city departments. They were:

Public Works—Patrick Joyce from the Park Department at \$5 a day, Benedict T. Daly, 320 Dudley st, Roxbury, permanent clerk at \$1100 a year; Patrick E. Haney, 92 Medford st, Charlestown; Edward Kennedy, 332 Lovell st, East Boston; Patrick Boylan, 270 3d st, South Boston, 30 days' temporary assistant drawtender, at \$1700 a year.

Public Buildings Department—William L. Carey, 85 Westville st, Dorchester, emergency ambulance driver, five days at \$35 a week; James A. Carroll, 41 Duncan st, Dorchester, fireman, at \$41.50 a week, transferred from the Institutions Department; William R. Keane, 601 Albany st, permanent inside watchman and laborer at \$5 a day; William Judge, 16 Templeton st, Dorchester, permanent inside watchman and laborer, at \$5 a day.

Overseers of Public Welfare—Mary J. O'Gorman, 52 St Alphonsus st, Roxbury, clerk-stenographer, temporary, at \$1000 a year; Charlotte M. Rosenthal, 31 Brookview st, Dorchester, stenographer, three months, at \$1000 a year; Margaret M. Hogan, 115 Blake st, Mattapan, temporary stenographer, at \$1000 a year.

Boston Retirement Board—Joseph M. Dunlea, clerk, promoted to clerk to Park Department, at \$1200.

Park Department—Patrick J. Twomey, 1022 Boylston st, and Edward Lennon, 33 Elmore st, Roxbury, temporary gardener laborers at \$5 a day.

POST 3/4/31

FROWNS ON SCHOOL AIR BROADCAST

Corporation Counsel to Rule Funds for Such Plan Illegal

Corporation Counsel Samuel Silverman, it was learned last night, is planning to advise the Boston School Committee within the next 24 hours that it will be illegal for it to expend city funds for a programme of education by radio broadcast.

EXPECTED TO STIR FIGHT

By a 3 to 2 vote two weeks ago, following a spirited fight, the school committee voted to launch a 16-week experimental programme of radio education, at no cost to the city.

The opposition to the plan, in the meantime, insisted that a ruling be obtained from the corporation counsel as to whether the committee has a right to continue such a radio programme when the experimental stage has been passed, all future programmes to be paid for by the city.

Such a ruling by Corporation Counsel Silverman is apt to react as a bombshell in the midst of the school committee, as the sponsors of the radio broadcast two weeks ago hailed the scheme as one of great importance.

The committee would not discuss the matter last night, pending the arrival of the report from the city law department, but it was stated that the proponents of the plan might decide to carry the issue to the Supreme Court.

It is understood that the corporation counsel will point out in his ruling that it would be illegal for the school committee to spend city funds for the education of children and adults outside the city limits. It would be impossible, it is admitted, to limit the radio audience to those within the confines of the city.

Also Means Discrimination

It was stated last night that the second principal reason why the law department feels a radio broadcast from an educational standpoint would be illegal is because it would differentiate between various groups of children in the city school system. Those children whose homes do not contain a radio would be unable to benefit by the radio programmes, while those who have radios would thus have what is called an unfair advantage.

Committeeman William A. Reilly, who launched the plan originally here,

termed it a sweeping educational step. He stated that instead of limiting the programme to shut-in-pupils it would be designed to have a special appeal to adults, as well as children.

One of the big benefits to accrue from it, according to Reilly, was the reception of the programmes in every little red schoolhouse in New England, and every home in New England that has a radio. He held that thousands throughout New England would be able to benefit by the educational broadcasts.

It was stated last night that there can be no legal objection to the experimental programme of 16 weeks sponsored by Reilly, in case there is no expense to the city. It has been stated that station WEEL had volunteered free use of the station for half an hour each week, to start about March 15.

HERALD 3/4/31 TO DEDICATE KNOX MEMORIAL TABLET

Boston will pay belated tribute March 17 to Maj.-Gen. Henry Knox, a native of the city, who was the first secretary of war, who founded the military academy at West Point, and who was chief of artillery of the continental army.

A tablet, commemorating his service to his country, will be dedicated with appropriate exercises, incident to the celebration of Evacuation day, by Mayor Curley. It will be located at the old High fort in Roxbury, which has been in process of rehabilitation for a year.

Maj.-Gen. Knox was born July 25, 1750, and led the expedition which brought much needed cannon to Boston from Fort Ticonderoga, and which was the principal cause of the evacuation of Boston by British troops.

TRANSCRIPT 3/4/31 City Had Already Acted on South Bay

It developed today at City Hall that several months ago Mayor Curley and the law department had anticipated the course of action recommended by Councilor Cox of West Roxbury at the Council session yesterday, looking to the safeguarding of the city's interest in land in and about the South Bay and the Fort Point Channel.

The New Haven road had filed a petition in the Land Court to have the lands registered in its name. Immediately the city protested with the question whether the lands were not city property obtained by the old town of Roxbury under an ancient royal grant. The New Haven road has not advanced the petition. Today Corporation Counsel Samuel Silverman asked why his department should take the initiative in looking up title to the property, at a cost of approximately \$6000, when the burden of proof is on the railroad.

Though Mayor Curley favors the recommendation of the special legislative commission for the filling in of the large area and regards the project as of great benefit to property along Albany street, he admits that the city would be obliged to spend a million dollars to extend the main overflow sewer all the way to the pumping station.

Curley and Long Save Golf Course

Almost complete vindication for Mayor Curley and Park Commissioner Long in the controversy over the West Roxbury municipal golf course was registered by the City Council at yesterday's session, when only two members—Fitzgerald and Kelly—voted against the additional \$275,000 for construction which the mayor had requested several weeks ago.

Councillor Herman L. Bush appeared as the administrator's spokesman, quoting Commissioner Long as stating that the course could be completed for the money requested and denying the reported statement of Donald Ross that the Grew tract was unsuited for golf purposes. It was apparent that the councillors, who had visited the scene during the week and talked with Commissioner Long, were convinced that the project was meritorious, not only in its opportunity to keep nearly 300 men at rough work for at least a month longer but in the opportunity of earning sufficient revenue to pay for itself in a few years.

Challenges Charges in Fin. Com. Report

When the Finance Commission's public hearing on the administration of the public schools was resumed today, William B. Snow, one of the assistant superintendents, challenged many statements in the survey committee's report, especially those which charged dilatory policies in school construction against the board of apportionment.

Mr. Snow declared that the Finance Commission's inquiry board had not presented a shred of evidence to show how much the so-called "dilatory" tactics could be attributed to the apportionment board and how much to the changes in the school board every two years. He said that until a better plan can be shown than that of the elected school board the city must submit to changing opinion. He thought that the Finance Commission should have investigated more thoroughly before making its charges. He admitted that he himself had changed his position with reference to the location of a new girls' high school. He had been in favor of the present West Newton street site, but now considered a site in the Back Bay to be preferable.

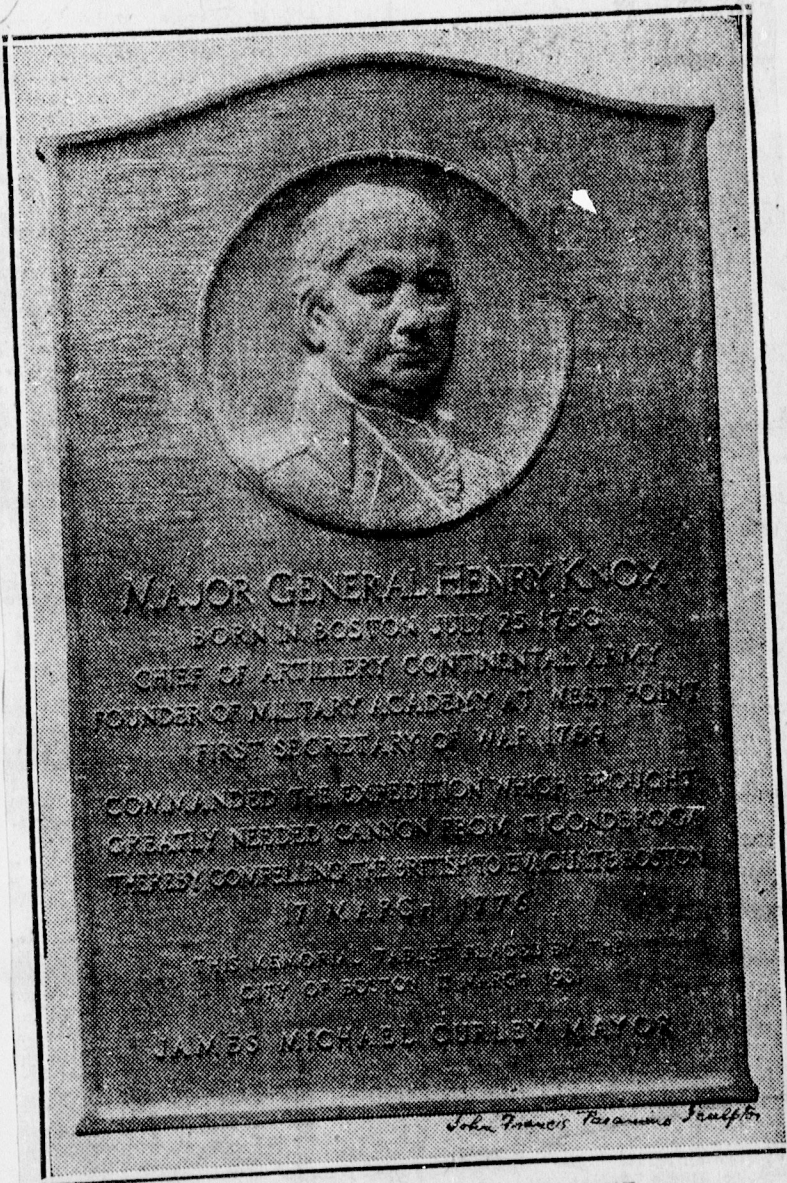
Despite the lively hearings of the last two weeks the small room of the finance commission was not filled today. The attendance was largely confined to the school officials, practically every member of the school board, the board of superintendents and the apportionment board being present.

GLOBE 3/4/31

TRAVELER 3/4/31

BOSTON TO PLACE TABLET IN MEMORY OF GEN HENRY KNOX

Revolutionary Leader, Who Brought Cannon From Ticonderoga
And Forced British to Quit City in 1776, to
Be Honored on Evacuation Day



TABLET IN MEMORY OF GEN HENRY KNOX

Maj Gen Henry Knox of the American Revolution, first secretary of war in 1789 and in command of the expedition which brought greatly needed cannon from Ticonderoga, thereby compelling the British to evacuate Boston on March 17, 1776, will be honored on Evacuation Day by the city of Boston.

On that day the Commission on Historical Sites, Walter Gilman Page, chairman, will place a tablet in his

memory on the old High Fort in Roxbury which has recently been restored.

Mayor Curley directed yesterday that exercises be arranged in connection with the placing of the tablet.

Mr Curley last year set aside \$10,500 for improvement of the old fort. Concrete walks have been laid, 46 oak benches have been built and the old Cochituate standpipe which now stands on the site of the old High Fort has been painted. The standpipe was built in 1869.

Maj Gen Knox was born in Boston in 1750.

SCHOOL SPORTS BILL FAVORED

Committee Reports Measure
Authorizing Expenditures for Uniforms

The legislative committee on municipal finance today reported a bill based on Mayor Curley's petition authorizing the school committee of the city of Boston to expend money for athletic wearing apparel and clothing and for repairing and maintaining the same for use by pupils of the public schools of the city.

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"The net receipts accruing from all athletic contests and games engaged in by the pupils of the public schools of the city of Boston shall be deposited in the city treasury and held for expenditure for purchasing athletic apparel and clothing, and repairing, altering and cleaning the same, for use by the pupils of said schools in connection with athletic contests and games, and for other incidental expenses connected therewith, and shall be expended as aforesaid on order of the school committee of said city.

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HERALD 3/4/31

ELY ROAD SO NAMED BY DEVELOPMENT FIRM

Street Commission Denies Responsibility in Matter

After Mayor Curley had jocularly remarked to newspaper men yesterday that during his absence in Florida the street commission had apparently honored Gov. Ely by giving his name to a roadway in Dorchester, the commission denied any such intention and passed the responsibility to a land development firm.

"It looks as if the street commission has given recognition to His Excellency the Governor," laughed the mayor, as he read an official communication bearing the signatures of the three commissioners. "Evidently Gov. Ely has had a street named after him in Dorchester which connects Frederika street and Kenmere road."

Reporters trying to discover the whereabouts of Ely road were told by the street commission that it existed on a plan regularly filed and that the name was chosen by the development firm.

MAYOR, PEPPED BY REST, RESUMES WORK WITH ZEST

CORNELIUS H. REARDON



MAYOR JAMES M. CURLEY

Now let us go! Mayor Curley, a picture of health after pleasant vacation at Palm Beach, shown as he plunged into work on returning to his desk at City Hall today. His aides, Cornelius A.

JOHN A. SULLIVAN

JOHN P. MAHONEY

Reardon, secretary; John A. Sullivan, assistant secretary, and John P. Mahoney, chief clerk, were kept on the hop clearing up many accumulated matters. (Staff photo.)

TRANSCRIPT

3/4/31

Would Remove Everett Statue

Removal of the Edward Everett statue, which was knocked down early Sunday morning by a motorist, from its former position in the center of Edward Everett square, Dorchester, to the adjoining park reservation, was demanded yesterday by Councillor William G. Lynch in an order, unanimously adopted by the Council.

Determination of the city's claim to ownership of the South bay flatlands is the object of an order which the council sent to Mayor Curley directing Corporation Counsel Silverman to file a petition in the land court for a partition of the lands. Councillor Joseph P. Cox of West Roxbury, who maintains that railroads are trying to grab the flatlands of Fort Point channel, South bay and the Roxbury channel, offered the order and argued that the city's right to ownership can be judicially supported. Councilman Fitzgerald was alone in his opposition to the passage of a loan order of \$300,000 for an addition to the public welfare building on Chardon street.

TRANSCRIPT 3/5/31

North End Bathhouse Will Cost \$107,980

Approval of Mayor Curley was today given the awarding of a contract by the Park Department for the construction of a field house, bathhouse and laundry at North End Park, one of the most popular recreation centers in the community. Thomas C. Dolan was the lowest of eleven bidders, receiving the award at \$107,980. The highest bidder was the John Bowen Company which wanted \$127,000 to do the work. The contractor will start at once and the property will be ready for use during the summer. Specifications are so arranged that with future needs another story may be constructed. Present plans call for accommodations for 700 bathers.

Exchange Favors Start on Artery

At a regular meeting of the directors of the Boston Real Estate Exchange the matter of the proposed Central Artery was given renewed consideration. This matter has been before the directors on several occasions, including a special meeting. It was voted yesterday afternoon to accept the report of the exchange committee on transportation and civic improvements, which reads as follows:

"We believe that additional access to the tunnel entrance will be necessary and in so far as we can, with the specific information available, favor the proposed construction of a widened Chardon and Merrimac streets so as to give adequate connection between Cambridge street and the tunnel entrance.

"We believe that construction of the other sections of the proposed artery may well be held in abeyance until such time as a general agreement is reached as to what route is best and until we have opportunity to observe the effect of the Arlington street widening on downtown traffic."

A Needed Artery

Provision for an elevated roadway or "overhead street" having been struck out, the so-called Central Artery bill presented today at the State House has much to commend it. With this highly controversial feature omitted, the array of great interests which recorded this morning their support either in whole or in part, is impressive but by no means surprising.

Concerning the need for some major operation to relieve traffic congestion in downtown Boston we have never had doubt. Time and again the merits of the project were expounded in these columns during 1925 and 1926 when the proposal then known as the "Intermediate Thoroughfare" was first offered. The demand to divert from Washington and Tremont streets a large volume of traffic which has no real business there is today as great as it was then. Moreover, the expectation that a new thoroughfare, going around the central business district, would provide such relief has by now become a matter not of mere generalized theory but of demonstrable proof. Under the direction of the City Planning Board exact counts have been made and tabulated which show the origin and destination of every vehicle moving through downtown Boston on a typical day. We know where each stream of traffic comes from, where it is going, and therefore just how it will go in the future if it is given a chance to take improved and more convenient routes.

And there has been another great development of the most practical and pressing significance. Since the former debates on this project, the construction of the East Boston vehicular tunnel has become at last a voted reality. The work is under way now. When the tunnel is completed, adequate provision of widened streets at its Boston outlet, for the intake and egress of vehicles, will be imperative. The mayor's bill heard today directs construction of that portion of the Central Artery running from the tunnel mouth at North street through Haymarket square via a widened Chardon street to Cambridge street. Certainly when the tunnel is in service this section, providing access between the tunnel and Cambridge and Nashua streets, will be indispensable.

At least this much of House Bill No. 1259 in our opinion should be promptly enacted, as possessing today the support even of the most conservative interests. Concerning the proposal to start construction of the Central Artery at its other end—that is, by a street-widening from Arlington square to Albany street and along that street to Kneeland street, we await the light of

further argument and proof. But without prejudice to the future, and on the contrary in view of an inescapable present necessity, a start on the North Station end of the proposed Central Artery should be made now.

Will Rule School Broadcasts Wrong

That it would be illegal to conduct school broadcasts with city funds is the opinion of Corporation Counsel Samuel Silverman, who will thus advise the school committee which, by a vote of three to two, decided two weeks ago to start a sixteen-week experimental program of radio education.

The opposition to the plan, in the meantime, insisted that a ruling be obtained from the corporation counsel as to whether the committee has a right to continue such a radio program when the experimental stage has been passed, all future programs to be paid for by the city.

GLOBE 3/6/31

BIDS ARE OFFERED ON TUNNEL PROJECT

Though the opening of bids on the first section of the proposed \$16,000,000 traffic tunnel between the city proper and East Boston was begun yesterday, it is not yet known when the contract awards will be made.

Bids were opened by Edward F. Condon, secretary of the Boston Transit Department, at the office, 1 Beacon st, in the presence of Chairman Thomas F. Sullivan, and other members of the commission, together with scores of outsiders, among them interested contractors.

The following bids were made: Silas Mason, Inc. of New York, \$5,696,510; George R. Cook Company of Detroit, \$6,166,082; The C. & R. Construction Company of Boston, \$7,623,121; Patrick McGovern Company of New York, \$8,761,790, and Coleman Brothers, Inc. of Boston, \$9,424,602.

CITY TRANSPORTATION DISCUSSION POSTPONED

The discussion of the city transportation problems, scheduled for the meeting of the United Improvement Association at the Boston City Club last night, was postponed until the next meeting. The storm kept many of the members from the meeting.

The requesting of an opinion of the chairman of the Transit Commission whether it would be practical to begin construction work at the Boston end of the proposed traffic tunnel on the same plan as now prevails at the Kenmore-sq tunnel, in order that employment might be given to citizens of East Boston receiving aid from the city, was laid on the table.

PLAN SOJOURNERS CONVENTION HERE



(Photo by Fairfield)
Left to right: Maj. Walter M. Phelps, Mayor Curley, Lt.-Col. George C. Brewer, Capt. Abraham Ranen.

SEE ALLIANCE TO OUST LEHAN

Russell and Curley Confer
At Boston City Hall and
Rumor Flies

CAMBRIDGE WOMEN AID MAYOR'S FIGHT

Reports of an alliance between Mayor Curley and Mayor Richard M. Russell of Cambridge to bring about the removal of Henry F. Lehan from the office of city treasurer of Cambridge spread through the Boston City Hall yesterday afternoon as the result of a conference there between the two municipal executives.

Both mayors were reluctant to discuss the subject of the conference but Russell subsequently admitted that his difficulties with his unwelcome city treasurer were mentioned.

It was believed Russell made an endeavor to capitalize Curley's known enmity for Lehan's lifelong friend, Daniel H. Coakley, a native of Cambridge, as an asset in his drive to obtain passage through the Legislature of his bill which would authorize him to appoint his treasurer without confirmation of the city council.

IN CONFERENCE AN HOUR

The conference lasted almost an hour and was held late in the afternoon in

Curley's private office. Russell slipped into the office without being observed and his presence was made known only to those closely associated with Curley.

Curley declined to discuss the conference in any of its phases but it was learned that the appointment for the meeting had been made several days ago. Although the problem of removing Lehan is exclusively Russell's, it is believed that Curley entertained favorably the suggestion that he lend his support to the movement to drive from office the intimate friend of his uncompromising political enemy.

The Russell bill was heard by the legislative committee on cities Feb. 12 but no report has been made although the members subsequently have assembled for several executive sessions. It has been repeatedly reported that adverse action will be voted as the result of the committee deliberations, but no information has been forthcoming in explanation of the long delay in reporting it.

At the conclusion of the conference Russell said that they had discussed the proposed increase in the gasoline tax and its effects on municipalities. They also, he said, talked about municipal finance and the unemployment situation. Only a few words, he said, had been exchanged in relation to the Lehan affair.

The Cambridge league of women voters yesterday forwarded communications to every member of the Legislature bearing information of a resolution favoring the Russell bill which was adopted at a recent meeting. If Curley throws his support in the Legislature to the Russell cause it may have sufficient votes to obtain favorable action in spite of an unfavorable committee report.

If the bill is passed through the Legislature Gov. Ely will be placed between two fires. Curley on one side advocating its approval and Coakley on the other side demanding its veto.

\$5,696,510 LOW BID FOR TUNNEL

Silas Mason Co., N. Y.,
Offers to Do Job for \$3,065,-
280 Less Than McGovern

COLEMAN WANTED \$9,424,602 FOR WORK

The expectation that Patrick McGovern, former Boston man, but for many years a prominent New York contractor with close political affiliations among Boston Democrats, would be the successful claimant for the contract to build the major section of the East Boston vehicular tunnel was upset yesterday when Silas Mason Co., Inc., of New York, officially considered to be closely allied with the Mason-Hangar Co., underbid McGovern by \$3,065,280.

The Mason company, a "dark horse" in competition, offers to build the tunnel from Liverpool and Decatur streets, East Boston, to North square, for \$5,696,510 in contrast with the McGovern proposal of \$8,761,790.

TO CHECK ON MASON CO.

Official expressions of recognition of the reliability of the Mason Co. indicated that as soon as necessary formalities are complied with, the award of the contract will be made by recognition of the lowest bid.

Probability of the grant of preference to McGovern vanished when the detailed bids were computed. Engineers and interested observers who made up the gathering of 500 which sought to crowd into the rooms of the transit commission at 1 Beacon street coupled characterization of the Mason Co. as the "dark horse" with the declaration that the refusal of the prominent tunnel building companies of the east to file bids was not surprising.

There were two other bidders whose proposals were lower than that of the McGovern Co. The George R. Cook Co. of Detroit submitted a bid of \$6,166,082 and the C. & R. Construction Co. of Boston offered to do the job for \$7,623,121. This bid was held to be free of any tieup with an outside contracting firm. The only other bidder, Coleman Bros., Inc., of Boston, filed the highest price, \$9,424,602.50.

ONLY FIVE BIDDERS

The disinterestedness of New York contractors who engage in tunnel construction projects was surprising to some city officials when it developed that only five bids had been filed and that two of them were offered by Boston contractors. Other firms had obtained specifications but failed to bid.

BOSTON'S 2D HOWARD CLOTHING STORE OPENS

Mayor Curley at Ceremony at 605 Washington St,
18th in Company's Chain



MAYOR CURLEY, CENTER, IN NEW HOWARD STORE, SHAKING HANDS WITH MAURICE LANGERMAN, MANAGER OF TREMONT-ST STORE, WHILE JOHN F. DAWSON, MANAGER OF WASHINGTON-ST STORE SHOWS SUIT.

The 18th of a chain of Howard clothing stores, selling suits, topcoats, overcoats and dress clothing at one price, was opened this morning at 605 Washington st, between Avery and Boylston. The store is the second opened by this company in Boston. The other is at 43 Tremont st.

Mayor James M. Curley was present at the formal opening ceremony and was greeted by Maurice Langerman, manager of the Tremont-st store, and John Dawson, manager of the new Washington-st store.

The Mayor paid his compliments to the Howard clothing system and asserted that Bostonians should be gratified to know that a national organization had opened another store in the city, investing its money and giving employment to so many. He also asserted his interest in the fact that the textiles and materials used in the company's merchandise is made in New England mills and factories.

The new and commodious store was tastefully decorated. Bouquets appeared on stands and tables. A souvenir was given to all purchasers and visitors in the store today.

Throughout the day the executives of the new store will hold a reception for friends and visitors. The new Washington-st store is one of the largest in the city devoted to the sale of men's clothes. It has a 50-foot front on Washington st and its two large floors offer ample room for the display of goods and for the convenience of customers.

At present the store is stocked with the latest Spring styles direct from the Howard factories in Brooklyn. The company makes a particular specialty in catering to men "hard to fit," and carries a large assortment of garments up to stout sizes. A special department is devoted to this and is in charge of experts.

Another department of the store is devoted to the business and professional man. For the young man there are hundreds of different patterns.

The new store contains every modern development in clothes merchandising and presents a fashion show in itself. The other store in Boston, at 43 Tremont st, has been doing business for years and ranks high among the stores of the system. Because of the exceptional business done at the Tremont-st store, it was decided to open a second store in Boston.

MAYOR'S PLAY CENSORSHIP

Several Opposed It, Others Support System

A bill to take from the Mayor of Boston authority to prohibit any theatrical presentation and placing prosecutions for improper productions up to the district attorney was urged by several well-known persons at a hearing today before the Legislative Committee on Cities.

Reuben L. Lourie, representing the Civil Liberties League of Massachusetts, said that censorship as now exercised in Boston is obnoxious and contrary to the fundamental principles of democracy.

Sydney Grant declared that the bill under consideration was desirable in that the prosecution of improper plays when placed in the hands of the district attorney would afford the public adequate protection. He said that the Mayor should not be given power to tell the people what they should see or hear.

George R. Walker favored the bill and intimated that serious plays are "scared away" from Boston because of undercover threats. Samuel Angoff said that serious plays have been the objects of censorship in Boston while burlesque shows have not.

Walter Pritchard Eaton, representing the Theatre Guild of New York, said people ask freedom of judgment and action. Said he, "You trust one man to say what we shall see and then you get ridiculousness. We cannot trust the judgment of one man. No one is questioning the honesty of that man, but it is too ridiculous a situation for the city of Boston to have exist."

Leo Meltzer said that theatrical managers did not dare appear in favor of the bill for fear of the "dire results" that would follow.

Albert Lovejoy of Cambridge spoke for the bill as did a number of others.

Three Heard in Opposition

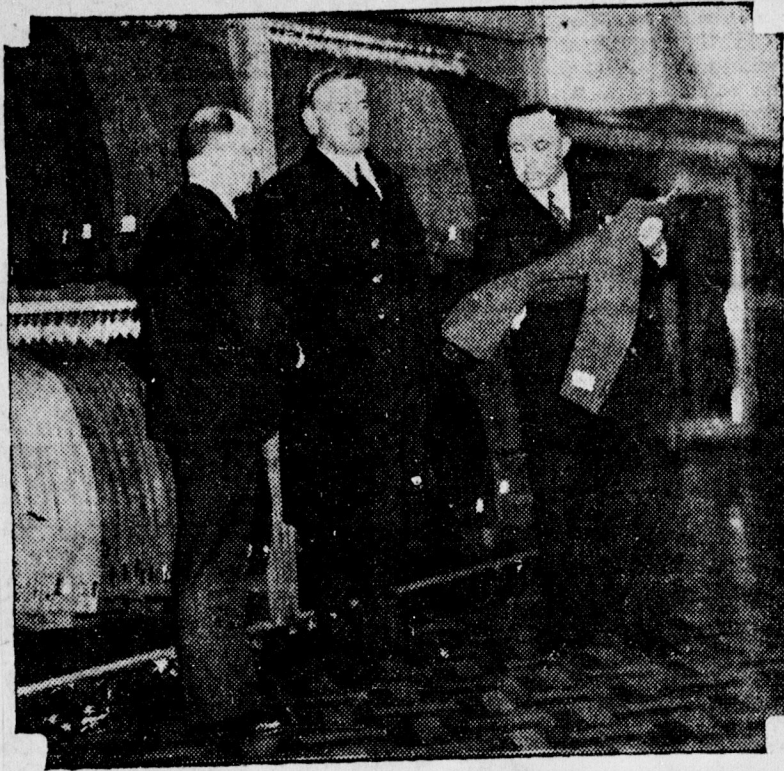
Judge Thomas H. Blodreau, legislative counsel for the city, said the proposed legislation was not needed. He declared the citizens of Boston do not want it and that the Mayor is satisfied with the present law "as he is doing a good job in keeping the stage and plays clean."

John M. Casey, official censor for the Mayor's office, said, "Nobody can ban a play from coming to Boston. All have a perfect right to come here. I am willing to take on my shoulders anything I do, but I resent anyone attempting to ridicule me or my work. The statement that dire results would be levied upon theatre managers for appearing here in support of the bill is absolutely untrue."

Mr Casey enumerated the plays banned in Boston and the reasons for such action. He said that several prominent New York producers are in favor of the Boston system of censorship.

Bernard J. Rothwell of the Watch and Ward Society opposed the bill.

New Howard Clothing Store Opened by Mayor



Mayor Curley looking over clothing after he opened the new Howard clothing store at 605 Washington street. Left to right, Manager Maurice Langerman of the Tremont street store, Mayor Curley and Manager John F. Dawson of the Washington street store.

Curley Turns Key Throwing Open 18th Clothing Establishment in System at 605 Washington Street—Big Display Draws Crowds

The new Howard clothing store at 605 Washington street, between Avery and Boylston streets, the 18th store in a chain of Howard stores situated in all large cities of the country, was opened for business this morning, Mayor James M. Curley turning the key in the door of the main entrance.

MAYOR PRAISES STORE

The mayor was accompanied by John F. Dawson, manager of the Washington street store, and Maurice Langerman, manager of the Tremont street store. After making a round of the big store the mayor made a short address to the large crowd that had gathered within. He paid high compliment to the Howard system and he predicted for it a record breaking business. He told Manager Dawson that he had a store to be proud of, and that with the return of better times the store would prove for itself one of the best located in the Howard system.

Howard Clothes also have a store at 43 Tremont street. This has been doing business for some years, and the yearly turnover here ranks high among other stores in the system. In fact, so great has been the business at this store that it was decided that another store was needed, and the new Washington street store was decided upon.

The Washington street store is one of the largest in Boston devoted to the sale of men's clothes. It has a 50-foot front on Washington street and two large floors offer ample room for the display of goods and the convenience of customers. For this opening, the store is stocked with the latest spring styles, direct from the Howard factory in Brooklyn. Howard Clothes make a specialty of catering to "hard-to-fit" men, and they carry in stock at all times garments up to 52 stout in size. There is a special department for business and professional men. The young man is given every attention, and he has hundreds of different patterns from which to make a selection.

MANY ENDORSE TRAFFIC ROUTE

Lomasney Scores \$11,000,000 Project

Hearty endorsement, except in the case of former Representative Martin Lomasney of the West End, was accorded the petition of Mayor Curley that was heard yesterday at the State House before the legislative committee on municipal finance, that the city of Boston be authorized to borrow \$11,000,000 to construct a central artery in Boston to relieve traffic congestion.

Proponents of the measure included realtors, merchants, labor, trucking and steamship interests. Lomasney, however, claimed that the measure contains several "slick little jokers." He also declared that those interested in the bill are trying to direct as much traffic toward Haymarket square as possible with a view to selling land in that neighborhood.

Mayor Curley declared that the traffic problem in Boston has become a "serious" one and said that some immediate action must be taken to relieve conditions.

Charging that vehicular traffic in downtown Boston has "more or less strangled business, Chairman Fred-eric Fay of the Boston Planning Board expressed the view that the proposed artery would take about 40 per cent of the traffic from Tremont street, Washington street, Devonshire and Federal streets as well as side streets.

Chairman Fay stated that Chardon street would be widened from Bowdoin square to Merrimac street and then the Central artery would commence at Merrimac street, through Haymarket square, widening the latter, to Cross street and continue to State street. He said it is planned to extend it to Causeway street so that it will connect with Nashua street and thereby have direct connection with the Northern artery.

The committee was told by President Loring of the Suffolk Savings Bank of how property values would increase in the North End through such an artery. P. A. O'Connell representing the Retail Trade Board of the Boston Chamber of Commerce, said that many Boston retail stores have been obliged to establish branch divisions in the outlying districts on account of traffic congestion in the heart of the city.

In opposing the measure, Lomasney claimed that if enacted in its present form the artery would probably eventually cost the taxpayers \$60,000,000. He assured the committee that he himself has no land holdings in the district near Haymarket square, having, he added, disposed of them some time ago.

"The little money I have," he said, "is now out in mortgages."

Representative Bernard Finkelstein of Dorchester was the only other opponent. He claimed that the taxpayers of Boston have a heavy enough burden now.

MAYOR OPENS NEW STORE



BATH CONTRACT AWARDED

The women of the North and West ends today won their five-year fight to have a new bathhouse erected for them at North End park when Mayor Curley awarded a contract for construction of such a building.

The contract was given to Thomas C. Dolan, lowest of 11 bidders. The building will cost \$107,980 and construction will start at once.

Toward the end of his last administration Mayor Curley received a petition from the women of the North and West Ends requesting the removal of the old wooden structure at North End park which they had been using for many years.

Mayor Curley agreed that a new building should be erected there, but before a contract could be awarded his term expired. He has been working since his return to office to complete plans for the building.

HOWARD CHAIN OPENS 18TH

The new Howard Clothing Store at 605 Washington st., between Avery and Boylston sts., the 18th store in a chain of Howard stores in the country, was opened for business this morning, Mayor James M. Curley turning the key in the door of the main entrance.

The Mayor was accompanied by John F. Dawson, manager of the Washington st. store, and Maurice Langerman, manager of the store at 43 Tremont st. Mayor Curley paid high compliment to the Howard system.

The Washington st. store is one of the largest in Boston devoted to men's clothes.

CENSORSHIP OF BOSTON STAGE IS ATTACKED

Existing statutes were urged today at the State House to supplant Boston's stage censorship board.

Before the House committee on cities, speakers for the bill to abolish the board called attention to existing statutes that call for fine or imprisonment for obscenity in plays.

Opponents of the measure were due to attack it late in the day.

Sidney Grant, Boston attorney, cited the laws and at the same time scored the present censor system as a "dictatorship."

"It gives the power to impose any changes in a play that is desired even to the rewriting of the play," he said.

Reuben L. Lurie, of the executive committee of the Civil Liberties Committee of Massachusetts, cited the banning of "Strange Interlude" as a stage play and the ability to obtain the book unmolested in Boston as an incongruous situation growing from the present censor methods.

Samuel Augoff, also an attorney, charged that serious sex plays were carefully censored, while burlesque performances had little attention paid them.

"Censor Casey is sincere, but he is mistaken in his attitude," Augoff said.

"His attitude to protect the morals of children asserts itself, but children don't care for the legitimate stage and few of them view the performances.

"It is the American policy to have these things tried in open court, but under the present system of censorship this cannot be done."

Others who urged the change were Prof. Albert Lovejoy, director of the Cambridge School of the Theater; Walter P. Eaton, dramatic critic, and George Walker.

The measure was introduced by Representative Christian Herter for Catherine S. Huntington of Boston.

Mayor Thanks Police

Mayor Curley has sent a letter of thanks to the Boston police for the contribution of \$6281 from their salaries for the relief of the unemployed.

Confer With Mayor Curley on Sojourners' Convention



The National Convention of the National Sojourners Will Be Held in Boston on June 18, 19 and 20. Officials of the Convention Met with Mayor James M. Curley at the City Hall Yesterday. Standing (Left to Right): Major Walter M. Phelps and Captain Abraham Ranen. Seated—Mayor Curley and Lieutenant Colonel George C. Brewer

OFFICIALS of the New England Chapter, No. 12, of the National Sojourners met with Mayor James M. Curley yesterday to formally invite the mayor and also discuss with him plans for the national convention of that organization which is to be held in Boston during June 18, 19 and 20. The Sojourners are Master Masons comprising commissioned officers of the uniformed forces of the United States, and many Masonic organizations will join in giving the delegates and guests an elaborate reception. The convention will bring to Boston leaders in the military and naval life of the country and cabinet officials. The convention banquet will have an array of outstanding speakers whose addresses will go over a national chain of radio stations.

The local chapter has arranged a series of events preceding the convention, in-

cluding a radio broadcast each month from Station WBZ, the second of which will be broadcast on the afternoon of March 15. The chapter will have a General's Night in April to which General Fox Conner, Adjutant General John Agnew and officials of the Regular Army and National Guard are to be invited. During their stay here the delegates and guests will be taken on a tour of the North Shore and will be the guests of the Swampscott Ionic Club. Many of the visitors will see the seashore for the first time and will enjoy shell fish dinners for the first time.

The Sojourner committee which met with Mayor Curley comprised Major Walter M. Phelps, Captain Abraham Ranen and Lieutenant Colonel George C. Brewer. Mayor Curley assured Major Phelps that the city of Boston will do its best in entertaining the delegates and guests and presented Major Phelps with the key of

the city. Delegates and guests will come from every State and from the Canal Zone, Philippine Islands, Cuba, Hawaii, Haiti, France, China. Thousands of Masons will come to Boston to witness the activities of the Sojourners and attend the elaborate functions arranged for the period of the convention. The convention ball will be one of the most colorful affairs witnessed in Boston. Major Phelps announces the following entertainment committee: Chairman, Capt. H. L. Brinkley, Major Edward L. Child, Lieut. Commander Leo J. Brodyerick, Lieut. Vincent J. Charto, Lieutenant J. L. Miles, Captain Irving B. Pierce, R. F. S. Puck, Captain Abraham Ranen, Lieutenant F. I. Rhodes, Captain Conrad P. Richardson, Lieutenant J. H. Russell, Major Richard W. Sears, Lieutenant Rony Snyder. The convention committee has designated the Hotel Statler as convention headquarters.

TRAVELER 3/5/31

GLOBE 3/5/31

CURLEY URGES TRAFFIC ARTERY

Speaks at State House in
Favor of City Bill to
Borrow \$11,000,000

Mayor Curley appeared in person before the legislative committee on municipal finance at the State House today to urge authority for the city to borrow \$11,000,000 for the projected central traffic artery through the city from Merrimac and Chardon streets to Arlington square.

He was backed by a number of Boston retail merchants, real estate men, bankers, trucking men and shipping officials.

The project was opposed by Martin M. Lomasney who declared that it contained many jokers, would handle traffic in an improper way and would cost the taxpayers \$60,000,000.

Mayor Curley said it would restimulate Boston business and he stressed the seriousness of the traffic situation.

CENTRAL ARTERY PLAN INDORSED

Business Men Advocate
Mayor's Bill

After Mayor Curley had urged the need of a central artery in Boston to cost \$11,000,000, at a hearing yesterday before the Legislative Committee on Municipal Finance, and a number of retail merchants had endorsed the project, Representative Bernard Finkelstein of Dorchester opined it on the ground that it would cost \$60,000,000 and is not needed. Mr Finkelstein referred to the proposed East Boston tunnel as a "two-car garage which will be blockaded if a machine breaks down in it."

Ex-Representative Martin Lomasney agreed with Mr Finkelstein as to the probable cost of the proposed artery and said he saw in the bill advocated by the Mayor "several slick little jokers" and a desire on the part of certain individuals to sell land in the vicinity of Haymarket sq.

Mayor Curley's bill would allow the city to borrow \$11,000,000 for the Central Artery project. He said it was

needed to connect the Northern Artery, the East Boston traffic tunnel and the Southern Artery. The proposition is to construct or reconstruct highways from the vicinity of Chardon st and Merrimac st to Arlington sq, and take certain property and rights of the Boston Elevated Railway Company, the Boston & Albany and the New York, New Haven & Hartford Railroad Company.

Corporation Counsel Samuel Silverman spoke in favor of the bill. Fred-eric Fay of the Boston Planning Board said the plan would relieve Tremont, Washington, Devonshire and Federal sts of 40 percent of their traffic. He explained the plan as widening Chardon st, connecting with Nashua st at Causeway st, extending through via Merrimac st, Haymarket sq and Cross st, and widening Albany st between Kneeland st and Broadway, Arlington st between Arlington sq and Columbus av.

Henry I. Harriman of the Metropolitan Planning Division favored the enterprise. Augustus P. Loring, president of Suffolk Savings Bank, believed North End property values had decreased because of traffic congestion and that Boston's lack of success as to shipping was due to lack of proper approaches to the wharves by trucks or railroads.

Among others favoring the Mayor's bill were Pres P. A. O'Connell, representing the retail trade board, Chamber of Commerce; Pres R. E. Smith, Dorchester Savings Bank; W. Franklin Burnham of the Massachusetts Real Estate Exchange, Edwin D. Brooks of the Boston Real Estate Exchange, Pres P. J. Connolly of the Dorchester Board of Trade, Pres M. J. Norton of the United Improvement Association, Nathan Sid of the Boston Central Labor Union, Pres William S. Parker of the Boston Society of Architects, Day Baker, representing several automobile interests; R. S. Nelson of the Expressmen's League, and representatives of various department stores.

AMERICAN 3/5/31

400 SEE TUNNEL BIDS OPENED

Bids for construction of Section A of the traffic tunnel to East Boston, the underwater section, were opened today in the office of the Boston Transit Commission at City Hall.

Col. Thomas F. Sullivan, chairman of the transit commission, opened the bids at 1 Beacon st., in the presence of 400 spectators.

The lowest bidder was Silas Nelson & Co. of New York, with a bid of \$5,696,510.

Coleman Bros., Inc., of Boston, were highest bidders with a figure of \$9,424,602.50.

The Transit Commission will forward the bids to Mayor Curley at once, and the Mayor is expected to award the contract with a few days.

Work will start on Section A of the tunnel within 12 days of the contract award.

WIDENING PLAN IS APPROVED

Approval of plans of the city to widen Chardon and Merrimac sts. in the proposed Central Artery as a means of providing additional access to the new tunnel entrance has been approved by the Board of Directors of the Boston Real Estate Exchange.

The approval was made yesterday at a special meeting of the Directors after the action had been postponed at previous meetings. The directors adopted the following report dealing with the subject of the Central Artery:

"We believe that additional access to the tunnel entrance will be necessary and favor the proposed construction of a widened Chardon and Merrimac streets so as to give adequate connection between Cambridge st. and the tunnel entrance.

"We believe that the construction of other sections of the proposed artery may well be held in abeyance until such time as a general agreement is reached as to what route is best, and also until we have an opportunity to observe the effect of the Arlington st. widening on downtown traffic."

OPEN E. BOSTON TUNNEL BIDS

Award on Section A to Be
Made as Soon as Possible

The opening of bids for the building of what is known as Section A, first section of one of the major pieces of the proposed \$16,000,000 traffic tunnel between Boston and East Boston, was started at noon today in the office of the Boston Transit Department, 1 Beacon st, by Edward F. Condon, secretary of the Transit Commission.

The bids were opened in the presence of Chairman Thomas F. Sullivan, members of the Transit Commission and several hundred persons, mostly contractors interested in the project.

No awards were made today. They will be made as soon as possible. The work on which bids were made calls for the construction of a vehicular tube, which will extend through the North End, under the harbor, to the water front of East Boston.

POST 3/5/31

Freedom of City for Sojourners in June



SOJOURNERS PRESENTED CITY'S KEY

Mayor Curley is shown presenting a key to the city to officials of the Sojourners, which is an organization of Masons of the nation's armed forces. They will convene here in June. Left to right: Major Walter M. Phelps, Mayor Curley, Captain Abraham Ranen and Lieutenant-Colonel George C. Brewer.

Distinguished military and naval officers will come to Boston from practically every country in the world for the national convention of the Sojourners in June. Mayor Curley was informed yesterday by New England officials of the organization, which comprises Master Masons with commissions in the army, navy and marine corps.

To Lieutenant - Colonel George C. Brewer, U. S. A., chairman of the convention committee, the Mayor presented a key to the city, together with the

assurance that Boston would co-operate in every way to make it the best convention in the history of the organization.

Accompanying Lieutenant - Colonel Brewer were Major Walter M. Phelps and Captain Abraham Ranen, who outlined plans which have already been arranged for the colorful convention, from June 18 to 20, inclusive.

AMERICAN 3/5/31

Mayor Curley's Aides Boost Jobless Fund

Mayor Curley's secretaries and clerks today contributed \$100 to the overseers of the public welfare for the relief of the poor and unemployed of the city. An additional \$56.40 was added to the fund by the employees of the building department.

Both contributions were presented to Mayor Curley by his secretary, Cornelius A. Reardon, and he, in turn, presented them to James P. Maloney, treasurer of the welfare department.

Curley Asks \$11,000,000 for Loop Traffic Artery

Before the legislative committee on finance, Mayor Curley urged that Boston be authorized to borrow \$11,000,000 for a loop traffic artery from Merrimac and Char-don sts. to Arlington sq. The plan was opposed by Martin Lomasney, who said it would cost \$60,000,000.

\$5,696,510 LOWEST BID FOR TUNNEL

New York Firm Agrees to Finish Job in Two Years

Actual construction of the \$16,000,000 East Boston traffic tunnel will start within a few days, officials of the Boston Transit Commission planned last night following the opening of public bids for the main section under the harbor.

BIDS FROM FIVE

Five contracting companies offered bids, the lowest of them being Silas Mason, Inc., of New York, which agreed to complete the big job in two years at a price of \$5,696,510.

Next came the George R. Cook company of Detroit with a bid of \$6,166,082, followed by the C. and R. Construction Company of Boston at \$7,623,121; Patrick McGovern Company of New York, \$8,761,790, and finally Coleman Brothers, Inc., of Boston, \$9,424,602.

Sixty-five other companies took out specifications and were represented at yesterday's session at 1 Beacon street, but they did not file bids before the closing time arrived.

Colonel Thomas F. Sullivan, chairman of the Transit Commission, which is directing the tunnel job, stated last night that his board will require a few days to study the financial statements of the various bidders and their records of accomplishments in recent years. He promised that work would start as soon as the contract is awarded.

According to reports to the commission, the lowest bidder for the East Boston job, has just completed a \$22,000,000 tube under the East River in New York, built the foundations for the For Lee bridge at 178th street, and is now engaged in building another \$11,500,000 subway at Rutgers street, New York.

SILVERMAN URGES GREATER BOSTON PLAN

Speaking before the Brotherhood Beth El of Dorchester, in the auditorium of the Hebrew School on Bradshaw street, last night, Samuel Silverman, corporation counsel of the city of Boston, declared that the creation of a metropolitan Boston would bring about the revival of commercial prosperity in this city.

"The consolidation of all the towns and cities, surrounding Boston, into one political entity is not a selfish proposition for the sole interests of Boston. It is for the benefit of the entire State, even New England. All the people of the towns and cities concerned will benefit."

CHAP 3/5/31

BILL FOR CENTRAL ARTERY URGED

Many Favor Chardon and Merrimac Sts to Arlington Sq Thoroughfare

Mayor Curley's bill to allow the city to borrow \$11,000,000 to construct a central artery in Boston to alleviate traffic congestion was favored at a hearing today before the Legislative Committee on Municipal Finance by a number of retail merchants, real estate men, bankers, representatives of automobile interests and others.

Ex-Representative Martin M. Lomasney was present to register vigorous opposition.

The bill seeks to provide for the money for the construction and reconstruction of certain proposed and existing streets, for the purpose of laying out a new thoroughfare from the vicinity of Chardon and Merrimac sts to Arlington sq in the South End and in connection with this work to take certain property and rights of the Boston Elevated Railway Company, the Boston & Albany and the New York, New Haven & Hartford Railroad Company.

Mayor Curley Speaks

Mayor Curley was the first speaker and pleaded for favorable action on the measure, claiming that it will stimulate Boston business, and bring additional revenue to the city.

He pointed out that this central artery will be a connecting link with the Northern Artery, the Southern Artery and a direct connection with the new East Boston traffic tunnel.

He told the committee that traffic congestion in Boston has become a serious problem, and that the plans for the central artery would handle the traffic situation admirably, and is the conception of a group of experts after four years of study.

Corporation Counsel Samuel Silverman also spoke for the proposed legislation, as did Chairman Frederic Fay of the Boston Planning Board.

Mr Fay told the committee that vehicular traffic in downtown Boston has more or less strangled Boston business and that this proposed artery would take about 40 percent of traffic from Tremont st, Washington st, Devonshire and Federal sts and side streets.

Explains Plans

He explained the plans, stating that Chardon st would be widened from Bowdoin sq to Merrimac st and then the central artery would commence at Merrimac st, through Haymarket sq, widening the latter, to Cross st and continue to State st.

He said it is planned to extend it to Causeway st, so that it will connect with Nashua st and therefore have direct connection with the Northern Artery. On the south, he said, the central artery calls for the widening of Albany st between Broadway and Kneeland sts.

He said this is absolutely necessary, because 55 percent of the traffic originating and destined for the business district gets into the district by way of Albany st and that street is inadequate today to handle the traffic from the Boston & Albany freight houses there. The bill also provides for the widening of Arlington st between Arlington sq and Columbus av.

He said, "This is the first step in a comprehensive plan which will greatly facilitate traffic conditions here in Boston and will remove the strangling influences which now retard business. It will enable the city to grow and expand for the future generations."

"The streets are so congested by traffic that property can't do the business it should do. Many business houses are moving out of Boston because of traffic congestion and as a result Boston is losing about \$1,000,000 a year in its taxes."

Decreased Values

Henry J. I. Harriman of the Metropolitan Planning Division told the committee that the provisions of the bill were absolute essentials.

Pres Augustus P. Loring of the Suffolk Savings Bank told of how property values have decreased in the North End, and he attributed it to the traffic congestion.

He expressed the opinion that one of the reasons of the lack of the success of the Boston Harbor is because of the lack of approach to the harbor, whether it be by railroad or trucks.

This project, he declared, would facilitate traffic movements to the harbor and bring up the value of Atlantic av property in the North End.

P. A. O'Connell, president of E. T. Slattery Company and representing the retail trade board of the Chamber of Commerce, told of how large downtown retail stores have been forced to establish branches in outlying cities and towns in order to accommodate their customers who found difficulty in getting their machines through downtown traffic.

Relief for Harbor Side

The entire situation in the vicinity of Atlantic av is one of stagnation, Pres Wilmot R. Evans of the Boston Five Cents Savings Bank told the committee. He said the market district is suffering greatly as a result of traffic conditions and something like the plan submitted must be done.

A central artery will afford great relief on the harbor side of the city, Sydney Stone, representing the Boston Chamber of Commerce, said.

Others who appeared in favor were Pres R. E. Smith of the Dorchester Savings Bank, W. Franklin Burnham of the Massachusetts Real Estate Exchange, Edwin D. Brooks of the Bos-

ton Real Estate Exchange, Pres P. J. Connolly of the Dorchester Board of Trade, Pres M. J. Norton of the United Improvement Association, Nathan Sid of the Boston Central Labor Union, Pres William S. Parker of the Boston Society of Architects, Day Baker, representing several automobile interests; R. S. Nelson of the Expressmen's League, and innumerable others, including representatives of downtown department stores, Eastern Steamship Lines and the Board of Port Authorities.

Lomasney Opposed

In opening his opposition Ex-Representative Lomasney referred to several points about the bill as "slick little jokers. Hariman has worked them in here. That planning is superb, the book of the Planning Board is superb. They (the Boston Planning Board) had tons of the people's money, and they made out this case."

Mr Lomasney said that if enacted the bill, in its present form, would probably cost the taxpayers \$60,000,000.

He suggested changes where Stebbins st should be used as an outlet to Atlantic av from the Haymarket sq section and Chardon st used for a connection with Canal st and Cambridge st.

Mr Lomasney said that the proponents of the legislation are seeking to "push every bit of traffic in Boston in Haymarket square," and intimated that this was being done for the purpose of selling land in that vicinity.

"They have had it on their hands for five or six years already and it won't do any harm if they sweat a bit longer," he remarked.

Martin assured the committee that he himself has no land holdings in the district, having disposed of them some time ago.

"The little money I have," he confessed, "is out in mortgages."

The hearing was continued this afternoon.

HERALD 3/5/31

BIDS OPENED FOR EAST BOSTON TUBE

Lowest "Underwater" Offer Is \$5,696,510

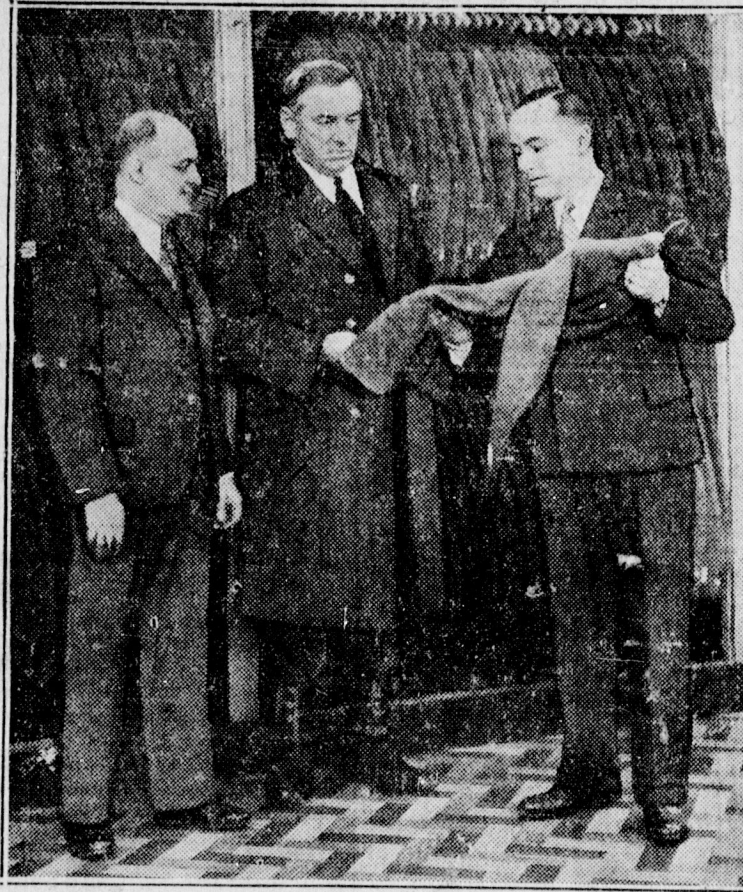
Unofficial computation made today of the bids received for the underwater section of the East Boston tunnel showed that apparently the Silas Manson Company, Inc., of New York, was about \$500,000 below the other bidders. The George R. Cook Company of Detroit, C. & R. Construction Company of Boston, the Patrick McGovern Company, Inc., of New York, and Coleman Bros., Inc., of Boston, were others who submitted bids. Many firms which were expected to put in bids did not do so.

The Manson bid was \$5,696,510. The second lowest bidder was the Cook Company of Detroit, \$6,166,082. Coleman Bros. of Boston was the highest bidder, \$9,424,602.

Post 3/6/31

AMERICAN 3/7/31

Howard Clothes Opens Its New Boston Store



MAYOR CURLEY OPENS NEW HOWARD STORE

The new store at 605 Washington street was opened yesterday, and Mayor Curley is shown inspecting one of the suits. Left to right are Manager Maurice Langerman of the Tremont street store, the Mayor, and Manager John F. Dawson of the Washington street store.

The new Howard clothing store at 605 Washington street, between Avery and Boylston streets, is the 18th store of a chain of Howard stores located in large cities of the country. It opened for business yesterday morning, Mayor Curley turning the key on this occasion.

The manager of the store, John F. Dawson, and Maurice Langerman, manager of the Tremont street store, accompanied Mayor Curley on a tour of the store. Then the Mayor made a speech to the crowd, predicting, with the return of better times, that the new Howard store would prove to be one of the best located in the system. He complimented the management of the store and predicted a record-breaking business. Mayor Curley informed Manager Dawson that he had a store to be proud of.

Howard Clothes also have a store at 43 Tremont street. This has been doing business for some years and the yearly turnover there ranks high with the other stores of the system. So great has been the business at this store that it was felt that another store was needed and the new store at 605 Washington street was decided upon.

The new Washington street store is one of the largest in Boston devoted to the sale of men's clothing. It has a 50-foot frontage on Washington street and two large floors offer ample room for the display of goods and the convenience of customers.

For this opening, the store is stocked with the latest spring styles direct from the Howard factory in Brooklyn, New York. Howard Clothes make a specialty of catering to "hard-to-fit" men and they carry in stock all times garments up to 52 stout in size. There is a special department for business and professional men. The young man is given every attention and he has hundreds of different patterns from which to make a selection. Howard Clothes have spared no expense in making the new store one of the most up-to-date in New England and it is worth a visit, for the present display is a fashion show in itself and one that should interest every man.

CURLEY PRAISES HEARST FOR BONUS FIGHT

In a statement of praise for William Randolph Hearst and the Boston Evening American, Mayor Curley today cited the new bonus loans for veterans as one of the biggest boons to business yet made toward relief of depression.

At the same time he observed the failure of the dire predictions of Andrew Mellon, secretary of the treasury, who bitterly opposed the new loan act.

"The shelves of the retail establishments are being emptied in consequence of the purchases with the money to which they were entitled and which they so greatly needed," Mayor Curley said.

"It is but a short step from the emptying of shelves of the retailers to the emptying shelves of the wholesalers; then, it means, the mills and factories will run full time toward prosperity.

"Seven full days have passed since the act was passed over the veto of President Hoover and the American nation is still in existence.

"In fact the outlook for business, if the stock market is to serve as a barometer as outlined by Secretary Mellon during the Coolidge administration, would indicate that we are on the threshold of prosperity rather than about to take a slump.

"The dire prophecies of the Secretary of the Treasury are refuted by facts as shown by his own barometer.

"William Randolph Hearst and the Boston Evening American are to be congratulated upon their courageous and far-visioned demand in behalf of the veterans and the loans on their adjusted compensation certificates.

"It is but another of the forward moves of a powerful organization toward the support of laws that show a mark of appreciation to those who sacrificed so much in time of war."

HERALD 3/6/31

SO. BOSTON PARADE ROUTE ANNOUNCED

**Evacuation Day Procession to
Start at 2 P. M. March 17
In Edward Everett Sq.**

Edward M. Sheehy, chief marshal, last night announced the route of the Evacuation day parade which will be held in South Boston March 17. The parade will start at 2 P. M. at Edward Everett square, and proceed along Columbia road to Dorchester avenue, Andrew square, Dorchester street, West Sixth street, E street, West Fourth street, G street, East Sixth street, H street, East Fourth street, I street, Columbia road, K street, Marine road, Ticknor street, back to Columbia road, L street, East Fourth street, Farragut road, East Broadway, West Broadway and to Dorchester avenue and Broadway where the parade will be dismissed.

There will be three reviewing stands, one for gold star mothers at Dorchester street and Broadway, another for Mayor Curley, Gov. Ely and other dignitaries at B street and Broadway and the third for the chief marshal and his staff at A street and Broadway.

Mayor Curley will dedicate the new L street bathhouse when the procession reaches that point. Sunday evening, March 15, the annual historical celebration will be held at the Broadway Theatre and Monday evening, March 16, the annual banquet of the South Boston Citizens' Association will be held at the Bradford Hotel.

CURLEY AGAINST HOSPITAL CELLAR

"There'll be no cellar" was the verdict of Mayor Curley today after he had glanced at the preliminary sketches of the \$200,000 recreational building at Long Island and discovered that, contrary to his specific orders, provision had been made for a cellar.

Institutions Commissioner James E. Maguire tried to convince the mayor that difficulty will be encountered in properly heating the building, unless a basement is provided, and that tentative plans have been made to locate the hospital pharmacy in the basement.

"There'll be no cellar," repeated the mayor. "For 30 years these unfortunates at Long Island have been forced to spend their time in a cellar. I'm not going to be around here always, but I'm going to be very certain that none, who comes after me, will say that these unfortunates shall find their recreation in a cellar."

"Put in an old-fashioned fireplace, arrange for a good library, plenty of card tables, have a brass rail running around the hall so that the men can put their feet upon it if they wish, and, above all, take them out of the cellar. That's final, and that stands."

Post 3/6/31

CENSORSHIP OF PLAYS BY JURY URGED

**Group of Individuals
for Bill to Curb
Casey's Power**

Echoes of the controversy in Boston and vicinity a year ago over the attempted production of "Strange Interlude" and the final production of that play at a Quincy theatre were heard before the committee on cities at the State House, yesterday, when a group of individuals appeared in favor of a bill which would take the power of censorship away from John M. Casey and other city officials and leave to the district attorney and the grand jury to say whether any

theatrical production is proper for the Boston stage.

OPPOSED BY CASEY

The bill was strenuously opposed by Thomas H. Bilodeau, representing Mayor Curley, City Censor Casey and Bernard J. Rothwell, representing the Watch and Ward Society.

Walter Fritchard Eaton and several others who appeared for the bill strongly condemned what they called "one-man" censorship under Casey, and contended that Boston is deprived of many valuable theatrical productions because of the refusal of Casey and the Mayor to recognize the art displayed in New York productions.

One of the proponents of the measure said that theatrical producers would not care to come before the committee in support of the measure, although they believe in it, because they would be fearful of the prejudice against them that such an appearance would occasion.

"Would Earl Carroll favor legislation of this kind?" asked Senator Michael J. Ward, when Mr. Eaton was testifying.

"No," replied the speaker, "because Carroll thrives on being arrested."

The general argument of those who spoke for the bill, which would practically leave control over the kind of productions to be allowed in Boston to the individual citizens who might care to bring the matter before the district attorney and the grand jury, was that one man's opinion regarding the morals of a play should not be taken as final and that only when there could be an indictment by a grand jury should a performance be barred.

Censor Casey and Assistant Corporation Counsel Bilodeau were most emphatic in their opposition to the bill and for a continuance of the present system.

HERALD 3/6/31 CURLEY BOARD HEARS TAYLOR SOCIETY HEAD

H. S. Person of New York, managing director of the Taylor Society, addressed the season's final meeting of Mayor Curley's unemployment conference of educators, and approved the proposal of a federal planning board, which was suggested at the initial meeting of the conference.

Person suggested that definite steps to prevent a recurrence of depression and unemployment should be taken and proposed a campaign of education in better methods of management; recognition of the fact that industry should be basically responsible for the maintenance and security of its labor force; repeal of existing anti-trust legislation and enactment of comprehensive, constructive, positive legislation to promote the integration of industries, and acceptance of some form of national planning.

CITY HALL NOTES

To provide a site for a new school in the Longfellow district at West Roxbury, Mayor Curley yesterday approved the order of the school buildings department to purchase 32,000 square feet of land at Weld and Buchanan streets. It was estimated that the Street Commission, in taking the property for school purposes, would pay about 12 cents a foot.

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Work will start tomorrow on the construction of a women's bathhouse and laundry building at North End Park at a cost of \$107,380, under a contract awarded to the Thomas C. Dolan Company, the lowest of 11 bidders seeking the job.

At the same time the Mayor approved the award of a \$77,750 contract to H. G. Fletcher & Company to supply granite edge stones and corner stones to the city paving service. In this case, also, the contract went to the lowest bidder, who was \$10,000 lower than the next bidder.

TRAVELER 3/6/31

WOULD AFFECT '30 STATEMENTS, ALREADY FILED

**Gov. Ely Calls Mayor's Plan Best Yet Proposed—
Would Be Effective but One Year and Is
Intended to Relieve Burden of Cities and Towns
in Providing Relief for Unemployed—Long and
Silverman to Draft Bill—Constitutionality
Doubted**

What Mayor's Proposal Means

Under Mayor Curley's plan there would be a 10 per cent. increase in the state income tax on 1930 income. The rate on salaries would go up from 1.5 per cent. to 1.65 per cent; the rate on gains from 3 per cent. to 3.3, and the rate on interest and dividends from 6 per cent. to 6.6 per cent. Under this plan if a man now pays \$10 as tax from his salary it would be increased to \$11.

By DONALD R. WAUGH

Mayor Curley today advocated a 10 per cent. increase in the state income tax.

He wants the money to be used to relieve the municipalities of some of the increased burdens which have come to them in the public welfare departments because of relief to the unemployed.

The increase would be for one year only and would be on the 1930 incomes for which returns were filed with the state Monday.

Doubt as to the constitutionality of the mayor's proposal is expressed by many legal experts.

ELY SEES RELIEF NEEDED

Gov. Ely's reaction to the mayor's proposal is that some relief to the cities and towns in the matter is "very pressing" and he says he has not yet heard a better way than that suggested by the mayor.

The mayor's plan was outlined at a conference which he had with the Governor in the State House today. The conference was attended by other city and state officials. At its conclusion it was agreed that State Tax Commissioner Henry F. Long and Corporation Counsel Samuel Silverman of Boston would get together and draft a bill to carry out the mayor's plan.

The legislative committee on taxation could then report the bill as a redraft of the one now before the committee calling for a 20 per cent. increase, which was filed by Frank A. Goodwin,

chairman of the Boston finance commission.

MILLION FOR BOSTON

Under the mayor's plan the cities and towns would receive about \$4,500,000 more this year to offset part of the increase of \$8,000,000 which they face in added welfare department expenditures. Of the increase Boston would get about \$1,000,000. The mayor said that the city expended \$4,000,000 in relief work last year and the expenditures of the first two months of this year indicate that some \$6,000,000 will be needed this year.

The present income tax rate is 1½ per cent. on salaries, 3 per cent. on gains and 6 per cent. on interest and dividends. The increase of 10 per cent. would bring these rates to 1.65 per cent., 3.3 per cent. and 6.6 per cent.

Some of the leading constitutional lawyers in the State House expressed doubt this afternoon as to whether a retroactive tax would be entirely legal. Many persons paid their tax on 1930 incomes at the time of filing their returns.

The detail is one of many which will be considered by Silverman and Long at their conference and it is possible that the Legislature might feel the point so important as to request an opinion of the supreme court.

Atty-Gen. Warner was not available for comment on the matter.

The conference in the Governor's office today was attended by the Governor, the mayor, Long, Silverman, Rupert S. Carven, Boston city auditor; Gaspar G. Bacon, president of the state Senate, and Leverett Saltonstall, speaker of the House. It lasted an hour and a half.

As soon as it was over the Governor conferred with Senator George G. Moyse, chairman of the Senate ways and means committee, Representative Arthur W. Jones, chairman of the House ways and means committee, and Representative Albert F. Bigelow, a member of the House ways and means committee.

CONFERS WITH HICKEY

Then a few minutes later he held a brief conference with Representative William P. Hickey of South Boston, one of the Democratic members of the House ways and means committee.

It is understood that some other alternative plans were suggested at the conference, but neither the mayor nor the Governor cared to discuss these in detail, except that it was learned that one of the other schemes would be to give the municipalities a large share of the proposed increase of one cent in the gasoline tax. This plan would not benefit the city of Boston very much.

In discussing the conference after it was over, Mayor Curley emphasized the need of relief to the cities and towns. He pointed out that last year's Boston public welfare expenditures were 100 per cent. more than those of the previous year.

The state income tax is collected by the state, but the entire proceeds are turned over to the cities and towns after expenses of administration are deducted. The benefit which each municipality would get from the increase would depend upon the proportions in which the increase is distributed, but if the same proportions are followed as for the present tax Boston would get \$1,000,000.

The understanding in the State House is that the mayor's plans will not hold up the annual appropriations bills and related measures, which are expected to be reported momentarily. Late reports from the committee are to effect that last minute changes are being made in the general plan.

TRAVELER 3/6/31

CURLEY

URGES 10 PC

STATE

INCOME TAX

BOOST

AMERICAN 3/6/31

TRAVLER 3/6/31

CURLEY KEEPS WORD TO POOR

Attendants at Long Island Hospital can't herd inmates into the cellar of the proposed new recreation building—because there won't be any cellar.

Mayor Curley, in ordering changes in the plans for the \$200,000 building, charged that a favorite "stunt" of the attendants is to send the inmates into the cellars of the buildings "to get them out of the way."

When Institutions Commissioner James E. Maguire and the architect rolled out the plans in the mayor's office today, the mayor exclaimed:

"A cellar! That's out. There will be no cellar in the recreation building. I promised the inmates that last Christmas, and I will live up to my promise."

Six appointments to the staff of the hospital were made by the mayor today.

Dr. Harvey Williams was named first assistant resident physician, Dr. James R. Hamilton was named assistant resident physician, and Dr. Arthur A. Tait was named assistant resident physician.

ELY AND CURLEY BACK RASKOB

Massachusetts Democracy stood solidly behind Alfred E. Smith and John J. Raskob today as the prohibition issue split the Democratic national committee at Washington.

The state leaders of the Democratic party viewed the split-committee opposition to Chairman Raskob's "home rule" plan as a challenge flung by Southern dries to the rest of the nation.

LOYAL TO SMITH

Both Governor Ely and Mayor Curley praised the anti-prohibition plan and Representative Roland D. Sawyer of Ware announced his candidacy for delegate to the 1932 Democratic presidential convention.

The Ware minister-representative's announcement was a direct result of the national committee wrangle at the capital.

"Southern dry Democrats have challenged the Democrats of the rest of the nation," he said. "We should accept the challenge. I shall be a candidate for delegate to the convention, pledged to back whatever Al Smith wants as a program to the limit of 100 per cent."

"Smith's heroic campaign against such tremendous odds in 1928 rebuilt the national democ-

CROWDS THROG NEW CLOTHING STORE



Hundreds inspected Washington street establishment after it was opened by Mayor Curley yesterday. The other Howard store in Boston is at 43 Tremont street.

Crowds Throng Howard Store, 18th In Chain, at Its Opening by Curley

Mayor Curley yesterday opened the new Howard clothing store at 605 Washington street, the 18th establishment in the Howard chain, when he inserted a key into the door lock. Thereafter, the latest Howard store was thronged by Bostonians eager to inspect the store and its contents.

Accompanying the mayor were John F. Dawson, manager of the new store, and Maurice Langerman, manager of the Howard store on Tremont street. After inspecting the establishment, Mayor Curley made a short address, in which he complimented the Howard system, predicted a bright future for the latest

link in the Howard chain and added, that with the return of normal times, the store would prove to be one of the best located in the system.

The Howard store at 43 Tremont street was the first in Boston of the chain. Its business has been so great that it was deemed wise to establish another store. This store has a 50-foot front on Washington street, and is stocked directly from the Howard factory in Brooklyn, N. Y. A complete line is carried, and "hard to fit" find Howard stores prepared for them. No expense has been spared to make the store one of the best from a stock and appearance viewpoint.

CALLS ON MAYOR CURLEY

Prof. Mikolas Birziska of the University of Kaunas, Lithuania, called on Mayor Curley yesterday and accepted an invitation to be his guest at a luncheon at the Ritz-Carlton, Saturday noon.

CITY CONTRACT AWARDED

A contract for the erection of the women's bathhouse at North End park and a laundry was awarded by Mayor Curley yesterday to Thomas C. Dolan whose bid of \$107,980 was the lowest of 11 proposals. H. E. Fletcher Company of West Chelmsford submitted the low bid of \$77,750 for furnishing the city's requirements of granite edgestones and corners for the current year.

racy and made possible Democratic victories in a score of states, Massachusetts among them.

"I am quite sure that followers of Smith in 1928 will not step aside and allow a little group of Southern dries to dictate our policies.

"I do not propose to follow the leadership of any prohibitionist in any place or at any time."

WET PLANK FAVORED.

Governor Ely said Chairman Raskob's plan was similar to one he suggested several months ago and that he heartily favored it. Mayor Curley, Dist. Atty. F. J. and President Bacon of the Senate issued brief statements commending the plan.

cont

GLOBE 3/6/31

"Second, recognition of the fact that industry should be basically responsible for the maintenance and security of its labor force, just as it is for its physical equipment, and make the cost of the maintenance of the labor force a primary charge against the gross industrial income just as it does the cost of maintenance of equipment.

"This requires a system of unemployment compensation of which the incidence should be on the gross profits of industry and adjusted to each individual enterprise in accordance with its record for regularity of employment.

"A system of compensation with such an incidence should have a far-reaching influence; it would do more than any one thing to eliminate marginal fly-by-night competition; it would be a powerful stimulus to better management; it would remove the fear of insecurity which now haunts the great majority of our people; it would keep the flow of social income at a maximum by removal of the fear of spending for consumers' goods.

"Third, repeal of existing anti-trust legislation, which has been built up piece-meal as a negative force, and substitution therefor of comprehensive legislation which would promote integration of industries and at the same time keep this integration consistent with social objectives.

"Fourth, acceptance of the necessity of some form of national planning. This would require a national council with functional divisions, one of which should be concerned with research and records and the other with the formulation and publication of national plans for industry."

HUNDREDS FAIL TO GET SNOW SHOVELING WORK

While the quick-melting snow in Boston streets yesterday may have pleased city officials and residents who must travel, it carried keen disappointment to several hundred men who assembled at various points early yesterday in the hope of securing work in removing the snow.

The situation was most acute in Charlestown, where more than 400 men gathered at the City Yards on Rutherford av, and 200 more assembled in front of the home of City Councillor Thomas H. Green on Baldwin st.

There was little work for the men and only a few secured tickets that would permit them to work. The others were disappointed.

At 6:30 a m the job seekers gathered at Councillor Green's home. He said it was a good-natured crowd, although it was pitiful to see so many out of work and eager to get something to do.

PROPOSAL OF RASKOB STIRS RESPONSE HERE

Gov. Ely Notes Similarity to His Own Plan

Mayor Curley Praises New Solution of Problem, in Statement

John J. Raskob's prohibition repeal plan brought sympathetic comment from Gov. Joseph B. Ely and praise from Mayor James M. Curley, in statements issued here last night.

GOV. JOSEPH B. ELY

"It is perfectly clear, not only from the Wickersham report but from the referendum in Massachusetts and other States, that there is a wide difference of opinion in regard to the proper method of handling the difficulty presented by the 18th amendment.

"Some months ago I suggested a modification of the 18th amendment by adding to its provisions the words, 'except as the Congress may otherwise provide,' so that in substance the 18th amendment, so amended, would prohibit the manufacture, transportation and sale of intoxicating liquor for beverage purposes, except as the Congress might otherwise provide. Under such a Constitutional provision the Congress could enact a law delegating to the States, if they so desired, the right to engage in the manufacture and sale of intoxicating liquor for beverage purposes within prescribed limits—such limits might pertain to the alcoholic content or to the general method of distribution.

"Mr Raskob's suggestion would require Congress to take action in reference to the present Volstead act before any action upon the part of the States could become effective, but his suggestion made today to the National Committee is similar to the plan outlined above in its purpose, although my suggestion would leave with Congress the power to curtail the scope of the State's authority."

MAYOR JAMES M. CURLEY

"The suggestion as advocated by Mr Raskob presents an excellent solution of one of the most serious propositions confronting the American people today."

MARCH 17 PARADE ROUTE TO BE LENGTHY

Some Boston Plans Are Announced by Marshal

The longest parade route ever arranged for an Evacuation Day parade in South Boston, March 17, was announced last night by Chief Marshal Edward M. Sheehy.

Starting at Edward Everett sq, the marchers will proceed through a number of streets of the district, weaving in and out of comparatively narrow Ticknor st, in the City Point section, in order to pass the chief marshal's house, and cover more mileage than ever before.

The parade is expected to start promptly at 2 o'clock, moving from Edward Everett sq into Columbia road, to Dorchester av, to Andrew sq, to Dorchester st, to West 6th st, to E st, to West 4th st, to G st, circle Thomas Park, to East 6th st, to H st, to East 4th st, to I st, to Columbia road, to K st, to Marine road, to Ticknor st, to Columbia road, to L st, to East 4th st, to Farragut road, to East Broadway, to West Broadway, with dismissal at West Broadway and Dorchester av.

Reviewing stands will be at Dorchester st and West Broadway, for Gold Star Mothers; at B st and Broadway, for the Governor, Mayor and invited guests, and at A st and Broadway, for the chief marshal and his staff.

The route will bring the parade by the homes of William L. Kendrick, president of the South Boston Citizens' Association, on 6th st; Dist Atty William J. Foley, on West 4th st, and Chief Marshal Sheehy, on Ticknor st.

The parade will move to Columbia road and L st, where the new L-st bathhouse will be dedicated on that day by Mayor Curley.

TRANSCRIPT 3/6/31 Curley Insists on No Basement Room

Though Mayor Curley, on his visit to Long Island a few weeks ago, had argued against "herding" inmates of the almshouse or hospital in basements and had laid down the law that the new \$2000 recreation building, then under planning, should not contain a basement, the completed plan of the structure, shown the mayor today, contained the prohibited feature.

Both the architect and Commissioner McGuire tried to convince the mayor that the basement as planned would furnish excellent opportunities for recreation, but Mr. Curley was adamant and insisted that the plans should be revised so that no subsequent administration would be tempted to compel inmates to use inferior quarters.

The mayor announced that Dr. Arthur Williams had been promoted to the position of first assistant resident physician at a salary of \$3200; Dr. James R. Hamilton to the position of assistant resident physician at \$2800 and Dr. Arthur A. Tait as second assistant at \$2200.

cont

CHOB 3/6/31

only, and would be payable to the cities and towns on the basis of their last returns. It is estimated that it would raise in the State about \$4,500,000, of which the city of Boston would receive about \$1,600,000.

Tax Commissioner Long and Mr. Silverman will get together and draft a bill embodying the ideas advanced at the conference.

The present tax rate is 1½ percent on salaries, 3 percent on gains and 6 percent on interest and dividends.

The Governor, discussing the situation with newspapermen, declared it is pressing to find some relief for the cities and towns, and that he had not heard any better plan than the one offered at today's conference.

The conference lasted an hour and 30 minutes.

After this conference the Governor conferred with Senator George G. Moyse, Senate chairman; Representative Arthur W. Jones, House chairman, and Representative Albert F. Bigelow of Brookline, of the Joint Ways and Means Committee of the Legislature.

SERVICES HONOR MEMORY OF ATTACKS

Recall Negro Who Fell in Boston Massacre

All city flags were at half-staff and memorial services were conducted at various places throughout the city yesterday in honor of Crispus Attucks, the Negro whose courage at the Boston Massacre on March 5, 1770, marked him a hero when he was the first to fall under the British rifles. Tribute, too, was paid to the four white men who were killed or mortally wounded that day.

The National Equal Rights League, assisted by other organizations, conducted exercises at the death spot, State and Exchange sts., at 10:30; at the graves of the men in the Old Granary Burying Ground; at the Declaration of Independence tablet; at the Attucks' monument on the Common, and last night in the Charles Street A. M. E. Church, Charles and Mt Vernon sts.

For the noon ceremonies at the Boston Massacre statue on the Common, Gov Ely sent Maj Paul G. Kirk as his representative, and Mayor Curley sent Thomas A. Mullen, both of whom delivered speeches which drew applause from the large audience. Both placed wreaths of roses on the statue.

The orator was Rev H. H. Jackson of Connecticut; others who spoke were W. H. O'Brien, Dr W. O. Taylor and William Monroe Trotter.

Historical exercises in commemoration of Attucks and the others—Samuel Gray, Samuel Maverick, James Caldwell and Patrick Carr—were held in the public schools of the city, with recitations and short tales of the Boston Massacre featuring the programs.

DOWD RAPS MAYOR ON SNOW REMOVAL

Writes Curley That Idle Received No Work

Points to 75 Snowplows Busy in Boston's Suburbs

Councilor John F. Dowd, in a letter to Mayor Curley yesterday, attacked the failure to remove snow and charged that, though over 75 snowplows belonging to contractors were working in the suburbs, thousands of unemployed were refused work because of orders. According to Councilor Dowd, it was said that the Mayor expressed the opinion that sun and nature would take care of the storm.

The Councilor's letter was as follows:

"Over 10,000 eager and jobless men, a majority of whom have large families to support, surrounded the Municipal Employment Bureau and every district yard in Boston this morning waiting for you to direct the Commissioner of Public Works to place a substantial number of men to work removing the snow in every section of the city.

"I, personally, was somewhat amazed and perplexed when orders were issued that no men would be placed at work and when it was stated that, in your opinion, sun and nature would take care of the present snowstorm.

"It is very interesting to note, nevertheless, that while not a single, solitary man was placed at work, it was a rather peculiar coincidence that over 75 snowplows belonging to contractors were out working in the suburban districts.

"Let me remind you that during your administration every loan order that was sent to the City Council was under the guise of relieving unemployment. You had a splendid opportunity today to show the people of Boston that you at least were sincere, but, once again, you were very ungrateful to the people who placed you in office.

"The citizens of Boston are entitled to some consideration, but evidently none was extended to them so they were obliged to trudge through slush and snow while the passing vehicles ruined their clothes.

"In the past, you have talked millions as though they were cents. Now, why not spend thousands and place men at work removing the slush and snow, not only from the main streets, but from the residential thoroughfares.

"It is not too late for you to rectify your mistake of today, so I accordingly request that you reconsider your action and place a sufficient number of men at work cleaning the streets of Boston."

CITY BIDS OPENED FOR GRANITE EDGESTONE

Bids for granite edgestone and corners were opened yesterday. The lowest bidder for City of Boston business was H. E. Fletcher Company, West Chelmsford, with \$77,750. The next

bid was \$87,450. Specifications called for 75,000 linear feet of straight, 5000 linear feet of corners, 100 large corners and 200 linear feet of special.

TESTIMONIAL DINNER TO WILLIAM CLARK

William Clark, foreman of the sanitary division of the Public Works Department, who retired last Saturday after 40 years' of service, was tendered a testimonial dinner at the Hotel Bradford by other workers in that department last night.

Peter F. Gerrity, supervisor of the sanitary division, was toastmaster and Adolph J. Post, division engineer, headed the committee in charge of the affair.

MAYOR SENDS ELY ROAD PEN TO STATE HOUSE

The pen used by Mayor Curley in signing the order naming Ely road and ordering its construction, was sent to the State House yesterday by Mayor Curley. Ely road runs from Kenmore road to Fredericka st, off the Gallivan boulevard, Dorchester.

CURLEY APPROVES ORDER TO BUY SCHOOL LAND

An order of the department of school buildings for the purchase of 92,000 square feet of land at Weld and Buchanan sts, West Roxbury, in the Longfellow School district, was approved yesterday by Mayor Curley.

CLOSE CONFERENCES ON UNEMPLOYMENT

Industrial Citizenship Receives New Plan

The weekly luncheons of distinguished economists held by the city of Boston to discuss unemployment closed for the present yesterday when Mayor James M. Curley announced that the next conference would not be until November, just prior to the reconvening of Congress.

Mayor Curley said that the conference had considerable effect, particularly in aiding a proposed Federal Industrial Planning Board.

H. S. Persons, managing director of the Taylor Society, New York, was the guest speaker. He said there is necessary a great work of clearing the ground by studies of the currency and credit, the tariffs, the relation of agriculture to industry and other basic problems which could result in recommendations to Congress.

Mr Persons said he would like to see a group of industrial leaders propose something like the following for consideration by the industrial citizenship:

"First, a campaign of education in better methods of management designed to bring individual enterprises through better planning of their respective operations into more balanced relationship with industrial conditions, markets and each other. Such education in management as now exists is relatively ineffectual. If industry as a whole would get behind a great campaign for better management the influence would be well worth the effort.

CURLEY URGES 10 PC INCREASE IN THE STATE INCOME TAXES NEEDED TO MEET PUBLIC RELIEF

**All Municipalities Are Finding
Poverty a Burden**

A suggestion for a flat 10 percent increase in the present State income taxes, the proceeds to be turned over to the cities and towns to aid in the relief of public welfare expenditures, was made to Gov Ely today by Mayor Curley.

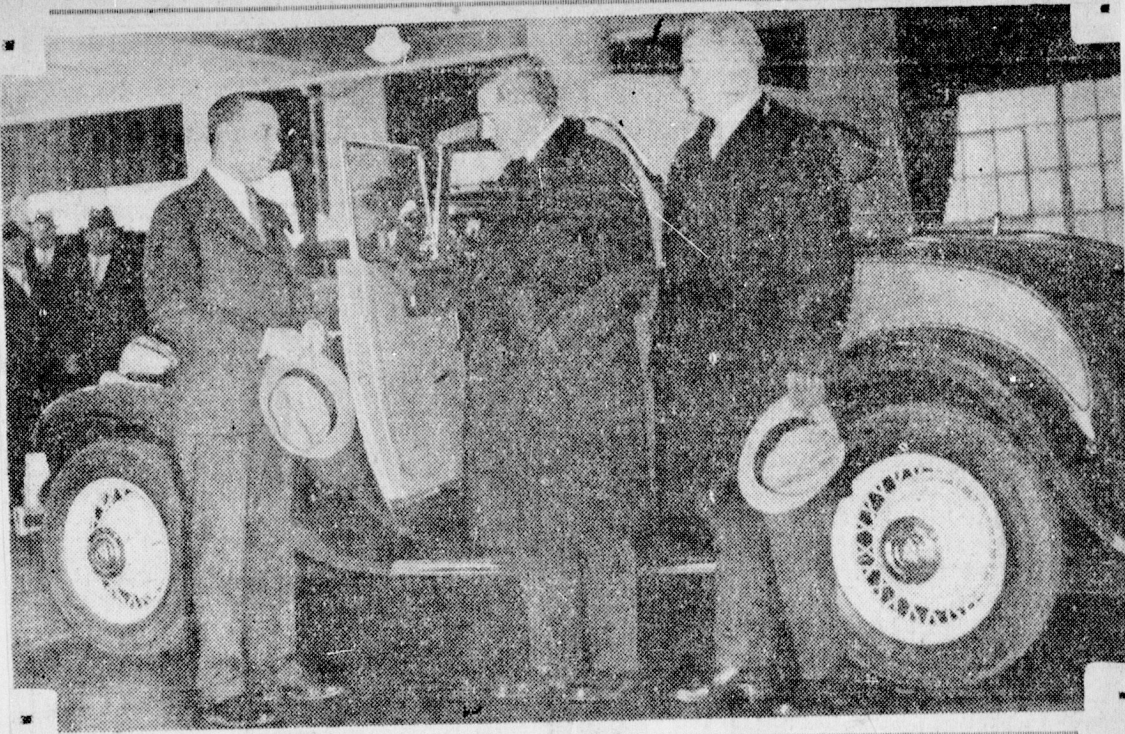
The Mayor attended a conference with the Governor at the State House today at which were present Pres Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House, State Tax Commissioner Henry F. Long, Corporation Counsel Samuel Silverman of Boston and City Solicitor Rupert S. Carven of Boston.

Some relief is demanded, it was pointed out at the conference, for existing conditions, which have placed a tremendous burden on all municipalities. The public welfare expenditures in Boston last year increased 100 percent and payments the first two months this year indicate another advance of a similar total.

The increase would be for one year

AMERICAN 3/7/31

MAYOR AT OAKLAND-PONTIAC OPENING



Mayor Curley attended opening of the new \$300,000 Oakland-Pontiac factory branch, at 983-985 Commonwealth ave. yesterday. He

is shown with Fred C. Sibley, New England superintendent, and Albert Hislop, Allston dealer. (Staff photo.)

Post 3/7/31

GEN. CONNER WILL DRAFT CITY LEASE

Maj.-Gen. Fox Conner, commanding officer of the First Corps Area, yesterday was authorized to draft with city officials a lease to the city of Governor's Island.

The authorization was contained in a telegram to Mayor James M. Curley from Secretary of War Patrick J. Hurley at Washington and was another step toward Mayor Curley's proposed enlarging of the Boston airport.

"The commanding general of the First Corp Area is authorized to institute negotiations for the leasing of Governor's Island and submit a tentative draft of the lease," the telegram read.

Mayor Curley announced that negotiations would start immediately with a view to expediting the work as a measure to relieve unemployment.

Opens New Building



Mayor Curley inspecting one of the Oakland cars at the opening of the \$300,000 Oakland-Pontiac zone office and factory warehouse at 983-985 Commonwealth avenue. Left to right are Fred C. Sibley, zone manager; M. D. Liming, executive secretary, Chamber of Commerce; Mayor Curley, and Albert Hislop.

Curley Calls Meeting On His Tax Boost Plan

INVITES MAYORS AND SELECTMEN

Will Explain His Proposal
at Gathering Tuesday

Yesterday Mayor Curley, in a conference with Gov Ely, Speaker Saltonstall of the House, Pres Bacon of the Senate and Tax Commissioner Long, recommended a 10 percent increase in the State income tax, the amount obtained to be used for public welfare in cities and towns. Next Tuesday at 2 p m in the Council Chamber at City Hall, Mayor Curley will outline his plan to the Mayors of cities and chairmen of the Boards of Selectmen of towns from the entire State.

Today, Mayor Curley sent the following letter to every Mayor and Board of Selectmen chairman:

"The expenditures necessary for the relief of the needy of every city and town of the Commonwealth have increased rather than diminished during the months of January and February, as contrasted with the same months in 1930. It is evident to every executive who has examined into the problem that unless relief is provided from other than the regular sources a considerable increase in taxes will be necessary to provide for the requirements of Public Welfare Departments of the cities and towns of the Commonwealth. It is invariably the rule when taxes are increased for the owner of realty to so apportion the increase upon the occupant of house, flat or tenement as to make the same burdensome.

"There is no way in which to justify the development of a situation of this character, provided it can be prevented without undue hardship to the citizenship as a whole. The portion of the burden of the costs of government borne by real estate has appreciably increased during the past 20 years, and unless measures are taken at once there will be a further increase in that burden.

Would Mean \$4,000,000.

"With a view to providing a reasonable measure of relief without unduly burdening any individual, a bill has been drafted providing for a 10 percent increase on income tax returns. When the matter was first considered before the Committee on Taxation of the Legislature a 20 percent levy was discussed. At a later conference, however, it was deemed advisable to consider a limit of 10 percent additional

tax. The revenue from this levy, apportioned in conformity with the State tax assessment, would result in the distribution of more than \$4,000,000 to the cities and towns of the Commonwealth.

AMERICAN 3/7/31

JOHNSTON OUT \$30 MONTHLY RY RULING

Giant Radical Leader Hit After
Rejecting Laborer's Job Offered by Mayor Curley

Refusal of Stanley Johnston, radical leader, to accept a job from Mayor Curley, has caused the Soldiers' Relief department of the city to drop him from its rolls, the Boston Evening American learned today.

His knocking down of a policeman on the Common in the demonstration on Feb. 25 also had some bearing on the decision.

Johnson, who lives in Shawmut ave., South End, was one of five "Red" leaders whom Mayor Curley received in his office on Jan. 19, when Communists staged a demonstration in front of City Hall. He is a giant and the mayor offered him a laborer's job on the new municipal golf course.

Recently it was discovered that he was drawing \$30 a month as soldier's relief.

After being found guilty in municipal court of assault and battery on Patrolman Francis Gannon at rioting on the Common, the case being placed on file, he went to City Hall to collect his semi-monthly \$15.

It was refused and at a hearing, granted him by Capt. John J. Lydon, the department head, his appeal was rejected.

"He simply refused to go to work," said Commissioner Lydon today. "He even refused a job offered personally by the mayor. He has a court record now, too."

cont

would increase the burden of the rank and file of the people who are not in a position to pay. The small home owner now pays approximately a three per cent tax. Increasing the tax on earned incomes over \$2000 by 1.65 per cent, I believe, is a step in the right direction."

Another who expressed favorable comment was Harry Jennings, New England organizer of the International Brotherhood of Teamsters, Chauffeurs and Helpers of America and a former business agent of the Central Labor Union.

School Board Ready on \$15,000,000 Plan

After a lengthy survey, the Boston School Board is ready to project its \$15,000,000 construction program and has asked the Finance Commission for its support. The plan would bring about elimination of seventy-six wooden portable buildings, and thirteen wooden and twenty-three brick buildings that are considered obsolete. Assistant Superintendent John C. Broadhead gave the details at yesterday's hearing on the Finance Commission's special school investigation.

A decision by the School Committee to disregard the "gentlemen's agreement" to give preference in high school construction to a new girls' high school, will eliminate the only basis for serious argument about the building program and will give both the committee and the commission freedom to decide how the school construction shall be financed.

The building program, prepared by the board of apportionment, and acceptable to the School Committee as a basis of discussion, provides for the allocation of \$7,233,500 for new intermediate construction and additions to existing schools, \$6,455,000 for new high schools and additions and \$3,288,500 for elementary construction. The program lists fifty-five projects, of which thirty concern elementary schools, fourteen intermediate and eleven high schools.

The restoration of harmonious relations between Chairman Joseph J. Hurley of the School Committee and Chairman Frank A. Goodwin of the Finance Commission, and their coinciding views on the major phases of schoolhouse construction, has made possible an agreement which will avoid battle at the State House about a building program.

The entire Finance Commission and the majority of the School Committee are in accord that there should be concentration upon construction of intermediate and elementary schools before less pressing need of high schools is met.

CURLEY CALLS STATE MAYORS TO TAX PARLEY

City and Town Heads to Discuss Proposed Increase

Mayor Curley today extended an invitation to the mayors of all Massachusetts cities and the chairmen of all boards of selectmen of towns, to a conference to be held in the city council chamber on Tuesday at 2 P. M. to discuss his proposal to Gov. Ely of a 10 per cent. increase in the state income tax.

SEES RELIEF NEEDED

The mayor, in connection with the invitations, issued the following statement:

"The expenditures necessary for the relief of the needy of every city and town of the commonwealth have increased rather than diminished during the months of January and February, as contrasted with the same months in 1930. It is evident to every executive who has examined into the problem that unless relief is provided from other than the regular sources a considerable increase in taxes will be necessary to provide for the requirements of public welfare departments of the cities and towns of the commonwealth. It is invariably the rule when taxes are increased for the owners of realty to so apportion the increase upon the occupants of houses, rents or tenements as to make them burdensome.

"There is no way in which to justify the development of a situation of this character, provided it can be prevented without undue hardship to the citizenship as a whole. The portion of the burden of the costs of government borne by real estate has appreciably increased during the past 20 years, and unless measures are taken at once there will be a further increase in that burden. With a view to providing a reasonable measure of relief without unduly burdening any individual a bill has been drafted providing for a 10 per cent. increase on income tax returns. When the matter was first considered before the committee on taxation of the Legislature a 20 per cent. levy was discussed. At a later conference, however, it was deemed advisable to consider a limit of 10 per cent. additional tax.

SEES \$4,000,000 MORE

"The revenue from this levy, apportioned in conformity with state tax assessment, would result in the distribution of more than \$4,000,000 to the cities and towns of the commonwealth.

"In most of the cities and towns outside of Massachusetts funds have been raised either through a community chest or otherwise for the relief of the needy, and bread lines and soup kitchens have been in evidence in many of the large cities. In Massachusetts we have been free of movements for the relief of either city or town treasuries in the care of bread lines and soup kitchens. This

the needy, and have likewise been free has been possible through such increase in the appropriation for the maintenance of public welfare departments as has been found necessary to provide for the requirements of the unemployed and needy.

"The burden, as a consequence of this method of meeting the emergency confronting government, which, in my opinion is the only sound and sane plan for providing for the unfortunate needy, has been borne almost wholly by real estate, and that the burden may in part be shared by other agencies than real estate, and that no additional burden be placed on those who would find it difficult to meet the obligation, this system of levy is presented. The burden will in no case be unduly severe and no portion of it will be required to be borne by an individual unable to meet the obligation. Those required to pay under the provisions of this measure should welcome the opportunity that is presented of service to their fellow men and women. It may be contended that this represents a radical departure in the meeting of an emergency, but there is ample precedent for the action here taken.

"In 1918 Massachusetts Legislature provided for an additional tax upon the net income of domestic and foreign corporations for one year to meet the additional burden placed upon the commonwealth by the war bonus. In 1923, the commonwealth imposed an additional tax of 10 per cent. upon net income, as is proposed in this measure, in order to meet the loss sustained by the cities and towns because of the reimbursement to national banks when the courts declared the national bank tax illegal."

CHASE 3/7/31

PRES QUINN GIVEN BANQUET DETAILS

To Be at Charitable Irish Event March 17

Pres Edward W. Quinn of the Charitable Irish Society, who is resting at his home in Cambridge, was visited last night by Chairman W. T. A. Fitzgerald of the committee on "speakers and toasts" for the annual banquet on March 17, and members of some of the other committees.

They wished to report how things were progressing for the St. Patrick's Day celebration. Pres Quinn expressed himself as believing he will be out before that time, and will attend the business meeting in the morning and be at the banquet.

The committee reports indicated that many of the details had been finished such as engaging the big dining room at the Hotel Statler for the banquet, arranging for the music and getting assurances from speakers to respond to toasts.

Gov Joseph B. Ely will speak for the State, Mayor James M. Curley for Boston and Magistrate Leo Healy of New York for "the day we celebrate," Pres Quinn was told. The latter knows Mr Healy very well and said he was a fine speaker, a former Holy Cross man, who was a brilliant student.

Curley Calls Mayors to Aid His Tax Plan

State-Wide Conference on In-
come Levy Increase at City
Hall Tuesday

Selectmen Invited

Mayor Realizes He Has Hard
Fight Unless He Can
Organize Forces

By Forrest P. Hull

Realizing that he has a hard fight on his hands to persuade the Legislature that the State income tax should be increased 10 per cent for a year to provide money to reimburse cities and towns for increasing expenditures in welfare relief, Mayor Curley had a conference with his advisors this morning and decided to call a conference of representatives of every city and town in the Commonwealth for next Tuesday afternoon at two o'clock in the Council Chamber, City Hall.

Mayor Curley emphasized to his friends, and later to the city and town officials, that there "is no way to justify the further burdening of real estate, in a serious economic depression, provided it can be prevented without undue hardship to the citizenship as a whole." As a matter of fact, the mayor has received from the real estate interests many very kindly expressions of approval for his stand, especially in view of the fact that Boston's public welfare disbursements are likely to be increased \$2,000,000 this year and, if not met, at least in part, by some extraordinary measure, would fall heavily on land and building valuations.

Thursday night Mr. Curley was scheduled as one of the principal speakers at the annual dinner of the Boston Real Estate Exchange. He did not attend because at that time he was formulating the appeal for the increase in the income tax to be presented to Governor Ely on Friday morning. Had the mayor chosen to appear at the dinner with that proposal, and at the same time express his well-known ideas on relief of real estate in taxation, he would have received a particular ovation.

Governor Ely, before whom the mayor argued at length on his proposal, appeared as a "good listener," as reported, but gave his callers no more impressive sign of approval than that it appeared to him the best plan he had heard to date. Though the mayor can count on practically a solid Democratic strength in the Legislature, he realizes that the opposition will be strong unless a particular stimulus can be generated among the officials of towns and cities in all sections of the Commonwealth.

The mayor's invitation to the mayors of cities and the chairman of boards of selectmen mailed this afternoon was as follows:

"The expenditures necessary for the relief of the needy of every city and town of the Commonwealth have increased rather than diminished during the months of January and February, as contrasted with the same months in 1930. It is evident to every executive that has examined into the problem that unless relief is provided from other than the regular sources a considerable increase in taxes will be necessary to provide for the requirements of public welfare departments. It is invariably the rule when taxes are increased for the owner of realty to so apportion the increase upon the occupant of house, flat or tenement as to make the same burdensome.

"There is no way in which to justify the development of a situation of this character, provided it can be prevented without undue hardship to the citizenship as a whole. The portion of the burden of the costs of government borne by real estate has appreciably increased during the past twenty years, and unless measures are taken at once there will be a further increase in that burden. With a view to providing a reasonable measure of relief without unduly burdening any individual, a bill has been drafted providing for a ten per cent increase on income tax returns. When the matter was first considered before the Committee on Taxation of the Legislature a twenty per cent levy was discussed. At a later conference, however, it was deemed advisable to consider a limit of ten per cent additional tax. The revenue from this levy apportioned in conformity with the State tax assessment would result in the distribution of more than four million dollars to the more than four million dollars to the

"In most of the cities and towns outside of Massachusetts funds have been raised either through a community chest or otherwise, for the relief of the needy, and bread lines and soup kitchens have been in evidence in many of the large cities. In Massachusetts we have been free of movements for the relief of either city or town treasuries in the care of the needy, and have likewise been free of bread lines and soup kitchens. This has been possible through such increase in the appropriation for the maintenance of public welfare departments as has been found necessary to provide for the requirements of the unemployed and needy.

"The burden, as a consequence of this method of meeting the emergency confronting the Government, which in my opinion is the only sound and sane plan for providing for the unfortunate needy, has been borne almost wholly by real estate, and that the burden may in part be share by other agencies than real estate, and that no additional burden be placed on those who would find it difficult to meet the obligation this system of levy is presented.

"The burden will in no case be unduly severe and no portion of the burden will be required to be borne by individuals unable to meet the obligation. Those required to pay under the provisions of this measure should welcome the opportunity that is presented for service to their fellow men and women.

"It may be contended that this represents a radical departure in the meeting of an emergency, but there is ample precedent for the action here taken. In 1918 the Massachusetts Legislature provided for an additional tax upon the net income of domestic and foreign corpora-

tions for one year, to meet the additional burden placed upon the Commonwealth by the war bonus. In 1923 the Commonwealth imposed an additional tax of 10 per cent upon net income, as is proposed in this instance, in order to meet the loss sustained by the cities and towns in the Commonwealth because of the reimbursement to national banks when the courts declared the National Bank Tax illegal.

"A conference has been arranged at the City Council Chamber, fourth floor, City Hall, School street, Boston, for Tuesday, March 10, 1931, at 2 P. M., to which invitations have been extended the mayor of each city and the chairman of the Board of Selectmen of each town in Massachusetts. The purpose of the conference is to consider this measure as here outlined, the adoption of which is so necessary for the well being of the entire people of the Commonwealth."

Will Oppose Plan to Raise Tax on Income

Strong opposition is indicated to the proposal of Mayor James M. Curley that the State income tax be increased ten per cent for a year to provide a fund for reimbursing cities and towns for extraordinary expenditures in public welfare work, necessitated by the present economic situation. Although Governor Ely spoke favorably of the mayor's plan, saying it was the best he had heard to date, there are many members of the Legislature who will fight uncompromisingly against it. The Massachusetts Tax Association, which is the largest group of taxpayers in the State, will consider the proposal today at a meeting of its executive committee with the probable result that it will declare against the move.

Tax Commissioner Henry F. Long and Corporation Counsel Samuel Silverman of Boston are to get together on a draft of a bill embodying the proposed increase, which Mr. Curley presented to the governor at a conference attended by both President Gaspar G. Bacon of the Senate and Speaker Leverett Saltonstall of the House.

A total of approximately \$39,000,000 in revenue is estimated this year by Commissioner Long from income taxation of various kinds, including personal incomes, gains and interest or dividends. Mayor Curley's suggestion would add \$4,000,000 to this sum.

President Bacon refused to say anything about the matter when approached on it last night except to discuss the outline of the proposed bill. Speaker Saltonstall, however, issued a statement in which he said:

"I think that any taxation question requires considerable study. I believe that at this time everything possible should be done to keep the cost of government down, rather than to raise taxes. I recognize that at present the cities and towns are bearing a burden heavier than usual in their welfare departments, and I know the money must be raised to pay for such increases, unless the cost of other municipal activities can be reduced."

The Curley suggestion is heartily endorsed by labor leaders, most of whom are opposed to increases in the poll taxes and the assessments levied on motorists. President J. Arthur Moriarty of the Boston Central Labor Union said last night that it was a step in the right direction and a progressive idea.

Sylvester J. McBride, former head of the Boston Typographical Union and chairman of the board of control of the Trade Union College of the Boston Central Labor Union, was of the same mind. "Certainly no tax should be levied that

AMERICAN

3/7/31

MAYOR LAUDS AMERICAN'S VET AID



JAMES M. CURLEY
Mayor

CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL

March 6,



The Editor,
Boston Evening American,
Boston, Mass.

Dear Sir:

The contribution which your newspaper is making to the service man in maintaining a clearing house bureau in connection with the soldiers' bonus is the character of contribution of service that is deserving of commendation.

It is a very great pleasure as Mayor of Boston to extend in behalf of the service men the thanks of the municipality for the excellent work your splendid paper is rendering.

Sincerely yours,

James M. Curley
Mayor.

From the very moment that there was a possibility of the Senate passing the loan bill in Washington, the Boston Evening American made plans to assist the World War veterans in filling out official papers that would bring

them the regular loan on their service certificate. Mayor James M. Curley's letter explains what he thinks of the service rendered soldiers by the Boston Evening American. The Bonus Loan office is still open.

Seeds of Hatred

Mayor Calls Immigration Bill Spasm of Hysteria

MR. REARDON: *What do you think of the immigration bill which got such an overwhelming vote in the Lower House in Washington and will be brought up in the new Congress? Is it wise to limit, as proposed, the number of desirable citizens who may want to come here from any part of the Americas or, in fact, desirable citizens from anywhere?*

MAYOR CURLEY: That bill can be attributed to a spasm of hysteria on the part of some members of Congress who fail to realize that such a bill can accomplish little of value and who do not understand the seeds of hatred it sows.

MR. REARDON: *There seems to be some objection to the new public golf links in Hyde Park. Do these public links pay their way and have they value as health investments?*

MAYOR CURLEY: The criticism leveled against the taking of land for public golf links has been proven fallacious. In the Hyde Park purchase there were several considerations. One was to furnish work, instead of the dole, but a great factor was that it concerned a wise expenditure of public money for a reasonable return.

Land to be put in shape for golf requires many times its purchase price in labor expenditure and so labor will greatly benefit.

Any time that it is possible to purchase a tract of land as great as that in Hyde Park, 6,000,000 feet at two and one-half cents a foot, its acquirement must be accepted as sound, clean public policy and a wise investment.

Few American cities have such a desirable piece of land within their borders available for public purposes.

The city's public golf links

in Franklin Park returned \$44,000 gross in 1930 and the net was \$20,000. This, in addition to health for 40,000 persons.

It is not unreasonable to expect next year one-half as many in Hyde Park and the city will possess a fine property.

MR. REARDON: *What have you to say on the new tunnel to East Boston, Mr. Mayor? Do you expect it to solve a substantial share of Boston's traffic problems, thereby helping the city's business?*

MAYOR CURLEY: The new East Boston tunnel will contribute materially to solving of our traffic problems. It will clean up the dense and clogging traffic on Chelsea bridge which slows up all other traffic in the northerly section of the city and up into the central business district. The cleanup of traffic here will help to end the blockade in other sections of the city.

The tunnel will also furnish a direct route to the Boston Airport, making it possible to travel there in less than five minutes, as against 30 minutes to one hour at every other airport in the world.

Improvements

Central Artery Will Help Solve Traffic Problem

MR. REARDON: *What big new municipal improvements should the next year see planned or under way?*

MAYOR CURLEY: The traffic problem is one that will challenge the best brains of the city for years to come. The Boston Planning Board, composed of engineers, architects and business men and women, have given unselfishly of their time for a period of 10 years.

The result of their labor is found in a bill now receiving consideration by the Legislature and providing for a central artery crossing Boston north and south. The cost will be \$28,000,000, but it will be worth it.

It represents a radical de-

parture from our former haphazard policy, in that it substitutes for expediency a unified, long-studied program of highway development.

MR. REARDON: *You are a believer, Mr. Mayor, in the veterans' loan bill which is now operating. In addition to aiding the veteran who is in need, will it have other value?*

MAYOR CURLEY: It is only necessary to visit the Soldiers' Relief Bureau of any city or town in the state to realize the need for the passage by Congress of the Veterans' loan bill.

None of the population suffered in war as did those who were mustered with the colors. They were required to sever all home and business ties for a \$1 per day pittance. They returned at a time when business was depressed and most of them were without jobs. It has been a struggle since.

Loans up to 50 per cent will not only relieve many from debt but will help others in business. The loan will prove a big factor in restoring prosperity for all America, since 80 per cent of the loan will be in circulation in one week.

With this great sum in circulation retail merchants, wholesalers and jobbers should clean shelves and thus start the mills.

A cycle of prosperity should follow in the wake of the payments on the loans rather than the vicious cycle that has prevailed.

'Sweating Labor' To Pay Profits Frowned On

JAMES M. CURLEY

Mayor of Boston

is interviewed by

JAMES W. REARDON

*Associate Editor, Boston Sunday
Advertiser*

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SCENE: The Mayor's Office.
Boston City Hall, immediately
following the return of Mayor
Curley from a Florida vaca-
tion.

MR. REARDON: *Mr. Mayor, unemployment is the big topic of the day wherever men meet. In view of its prevalence, what do you think of employers who seize on present conditions as an excuse to cut wages, make wholesale dismissals and drop men and women who have given long service?*

MAYOR CURLEY: Employers who adopt that character of program are hypocrites and have failed to solve the most elementary principle of economics. America can only be prosperous when the wage earners of the country are well paid and enjoy continuous employment.

MR. REARDON: *You used the term hypocrites. Do you mean by that men who publicly preach the need to keep people employed at high wages and who, in their private business make wholesale dismissals and reduce the wages of those who remain?*

MAYOR CURLEY: I do. The real enemies of America are the business men who have neglected to study industrial and commercial conditions and overlook the all important fact that 90 per cent of the prosperity of our land is due to the purchasing power of its people.

In 1927, the total value of

all goods fabricated in industry or taken from the earth or developed through agriculture in the United States was 87 billions. Imports and exports at approximately four and one half billions, about balanced each other.

In 1928 the total income of the country was about 90 billions with exports and imports about balancing around four and three-quarters billions.

These two years marked the flood tide of high prosperity in America and furnish the best answer to the mistaken and greedy policies of those who reduce wages. In those two years America could have lived off itself without the need existent of a large balance of trade. I need be no prophet to declare that the future welfare and happiness of America is absolutely dependent on the continuance of employment for the worker and of the high wage scale.

Employer's Duty

Mayor Curley Opposed to
Sweating of Labor

MR. REARDON: *What in your opinion, Mr. Mayor, should the employer do to carry his just share of the burden of decreased prosperity?*

MAYOR CURLEY: The tragedy of the industrial depression in 1930 is disclosed in a report of the industries which in that year paid the same dividends as were paid in 1929, the year of high earnings and accumulated surpluses.

In many of these cases the payment of 1930 dividends was only possible through the sweating of labor, or in other words the saving made through a reduction of wages or the discharge of workmen or both.

Labor should not be required to bear the whole burden of an industrial depression. If the surpluses of the fat years were stored for the leaner ones there would be fewer or no depressions.

Here we have a serious question which must be solved if the Republic is to survive.

Rightly handled, there should be no depressions.

MR. REARDON: *What should be done in a national way to prevent the recurrence of depression?*

MAYOR CURLEY: A commission of economists, non-partisan in character, selected solely for merit and ability, should be assigned the task of collecting data with a complete survey of the facts for the benefit of the President and the Congress.

This commission could furnish the framework for legislation which would establish what would amount to a federal industrial planning board to serve as a most necessary and useful agency, either in preventing a depression or minimizing its effect.

MR. REARDON: *How do conditions in Boston compare with other sections and cities you have recently visited?*

MAYOR CURLEY: Boston enjoys a better position as to conditions when compared with other cities of the nation.

The city is particularly well off in that officials in charge have had experience in the lean years of 1915 and 1922. They realized that the only way to meet these situations is by a wise and liberal spending of public money and they took the proper steps.

In 1930 the city got power from the Legislature to borrow \$40,000,000 for public works, the largest sum ever borrowed by Boston outside the debt limit.

The careful expenditure of this large sum will take care of thousands during the period most needed.

On top of this, the amount allotted to the public welfare officials was set at 150 per cent in excess over recent years, with the result that Boston is one of the few large cities free of a bread line, soup kitchens and street apple sellers.

Curley Hits • 'Hypocrites' Who Cut Wages



—Photo by Boston Sunday Advertiser Staff Photographer.

LABOR SHOULD not be required to bear the whole burden of an industrial depression," Mayor James M. Curley tells James W. Reardon, at right, in the Boston Mayor's office.

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nate situation has been borne by governmental agencies, as a result of which increased taxation as a temporary measure is practically inevitable and strictly in accordance with the pay-as-you-go policy."

The executive committee of the Massachusetts Tax Association yesterday discussed the proposed 10 per cent increase in income and corporation taxes, but Alexander Whiteside, moving spirit in that organization, said last night that the decision of the committee will not be made known until this afternoon, when a formal statement regarding the matter will be issued.

He declined to say whether the executive committee favored or opposed the suggestion of Mayor Curley for the increase.

Real Estate Favor

The directors of the Boston Real Estate Exchange will meet tomorrow to consider the Mayor's proposal, and in view of the fact that any proposition looking to providing new revenue to the cities and towns may be expected to help out the real estate tax situation to some extent, in theory at least, indications last night were that this group may be found favoring the Mayor's plan.

Mayor Curley has called a conference of the mayors and selectmen of the 355 cities and towns of the State in the City Council Chamber at Boston for Tuesday afternoon at 2 o'clock to discuss means of organizing the municipalities in favor of his plan. In his letter to the Bay State municipal officials, the Mayor pointed out that Massachusetts, unlike other States, has taken care of its citizens during the past year without resorting to bread lines or soup kitchens and he maintained that the policy should be continued.

He noted that the demands for public welfare relief had practically doubled during the first two months of 1931 and warned that there was no way to justify placing a further burden upon real estate through taxation, which would result in higher rents for those least able to meet the jump.

By placing a 10 per cent increase on income tax receipts \$4,000,000 would be provided for poor and unemployment relief in the cities and towns and the money would be contributed by those able to pay, the Mayor said, adding that "they should welcome the opportunity to be of service to their fellow men in need."

GLEE CLUB SINGS FOR MAYOR CURLEY

The Glee Club of Lincoln University, Chester county, Pennsylvania, visited City Hall today and serenaded Mayor Curley. The group was presented by Asst.-U.-S.-Dist.-Atty. John W. Schenck. The mayor thanked them for their visit and presented keys of the city.

AIRPORT POLICY CRITICISED

Hearing Told Lines Don't Pay for Using It

Sharp criticism was made by Senator Arthur W. Hollis of Newton, member of the Legislative Committee on Municipal Finance, of the practice of the city of Boston in permitting commercial air lines to use the city's airport without imposing any charge for use of the land.

The committee had before it the proposal of Mayor Curley that the city be allowed to borrow \$1,250,000 outside the debt limit to improve the facilities.

Park Commissioner William P. Long had stated that one airplane pays only rental for the land on which its hangars are erected and taxes for the hangars. Another line, operating a shorter distance, is not charged anything for use of the airport "because it has not made any money yet."

Mr Long informed Senator Hollis that the Colonial Line pays \$1000 a year as rental for the land, but does not pay for using land to take off and alight. As to the other, Boston-Springfield line, Commissioner Long said, "It has only started and has not made any money yet."

"So you give them the facilities free in order to develop their business?" Senator Hollis asked. "If that is a good policy why shouldn't you give me or anyone else free office building because I want to develop my business. How much does the Federal Government pay for the use of the field?"

Commissioner Long replied, "One dollar per year."

"I think it is outrageous," Senator Hollis continued, "to allow these commercial lines to use the city's property without any charge. You want to spend money and give it away."

Briefly, Commissioner Long summarized the improvements which Mayor Curley contemplates making at the airport. The city, he said, at this time intends to spend \$1,700,000 and will ultimately spend \$10,000,000.

Boston's airport, Commissioner Long felt, is the best on the Atlantic seaboard, "if not in the country." Considerable excavating and filling will be done in the course of improving the airport if the suggested legislation is enacted, the committee was told.

There was no opposition to the measure, which was taken under advisement by the committee.

Charles St. Plans Are Again Revised

Larger Reservation and Slightly Smaller Roadways Result of a Conference

Plans for the Charles-street widening were slightly revised today at a conference called by Mayor Curley and attended by Joseph A. Rourke, public works commissioner; William P. Long, chairman of the Park Commission. Frederic H. Fay, chairman of the City Planning Board; Thomas J. Hurley, chairman of the street commission, and H. Ware Barnum, counsel for the public trustees of the Boston Elevated Railway Company.

Several weeks ago City Councillors Laurence Curtis, 2d, and John I. Fitzgerald protested against the plan of constructing a twenty-foot reservation in the center of the widened highway, expressing surprise that the City Planning Board and the Street Commissioners should sanction so narrow a width in view of the much wider reservations commonly constructed. Today, their feelings prevailed, for the reservation's width was advanced to 28 feet by cutting down each of the two roadways to 38 feet in width and lopping off four feet of the sidewalk on the Charlesbank side.

The 120-foot widening as such remains unchanged in the revision and the sidewalk on the hospital side will remain at ten feet in width. There will be no crossing of the roadways from side streets in order to provide against all possible interference with through traffic. It is probable that the street would have had a greater width if Park Commissioner Long had not objected to any more slicing of the Charlesbank reservation.

An added feature will be an underpass under the traffic circle at Cambridge and Charles streets to provide for Charles street foot traffic. The underpass will have connections with the Elevated station. This feature will cost about \$60,000 and the Elevated has agreed to pay about \$50,000 of that amount.

Chairman Hurley expressed the opinion that, in view of no additional land takings and no additional width of thoroughfare, it would be possible to stay within the appropriation of \$1,000,000 for the widening. Already \$929,000 of the appropriation has been absorbed and verdicts will take about \$50,000 more than was allowed by the awards of the street commissioners.

Mr. Hurley then announced that with the plans formally adopted it is now up to Public Works Commissioner Rourke. Mayor Curley expressed a desire that there be immediate action, which was promised by Commissioner Rourke, who said that all the buildings necessary for the start of construction have been torn down.

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cent additional gasoline tax be devoted by way of relief from assessment and direct contribution to the cities and towns and an emergency fund of a million dollars be made available subject to the disposition of the Governor.

The measure reported by ways and means limiting the borrowing for highway construction to four years and relieving the cities and towns from certain assessments and the counties from contributions, is perfectly sound from the point of view of state financing, but does not furnish as much relief to the cities and towns as the plan which I have advocated for 10-year bonds, which would have been carried with a quarter of a cent of the gasoline tax instead of three-fifths of a cent under the proposed legislation.

I have found it impossible to make a distribution of the \$1,000,000 emergency fund to bring the relief to the cities and towns which the unexpectedly large welfare expenditures require. Because of that situation, only \$400,000 of the suggested \$1,000,000 has been called for. Using the city of Boston as an

example, the welfare expenditures are estimated at \$2,000,000 over last year and it is necessary either to raise the tax limit one dollar and thereby impose the additional burden largely on real estate, or find some other method of raising the money. The mayor has suggested a 10 per cent. increase in the income tax rates for 1930 tax returns. This seems to me the best proposal yet made to meet this emergency.

From this resume, it is perfectly apparent that the increased expenditures of the city of Boston, which I am using for the purpose of illustration, must be paid by an increase in the city taxes, which would fall 75 per cent. on real estate, or from incomes through the proposed legislation.

The people of Massachusetts should remember that we have had no bread lines and very little in the way of charitable contribution and that practically the entire expense of an unfortunate situation has been borne by governmental agencies, as a result of which increased taxation as a temporary measure is practically inevitable and strictly in accordance with the pay-as-you-go policy.

BONDS OR BOOST IN INCOME TAX, GOVERNOR SAYS

Curley's Plan Best if Solons Won't Give Part of Gasolene Raise to Cities, Towns, Ely Believes

Failure of the legislative committee on ways and means to provide for distribution of a substantial part of the gasoline tax increase to the cities and towns, as recommended by Governor Ely in his budget message, makes the proposal of Mayor Curley for a 10 per cent increase in taxes on incomes and corporations the best thing left to meet the emergency in welfare expenditures, according to the Governor.

In a statement issued from his home in Westfield, last night, the Governor pointed out that it was to forestall such a proposal as that now put forward by Mayor Curley that he recommended that three-fourths of the one-cent-a-gallon increase in the gasoline tax be returned to the cities and towns, and asked also that he be given an emergency fund of \$1,000,000 to assist the municipalities in caring for the unemployed and their families during the present depression.

Instead of providing for a return of any of the gasoline tax revenue to the cities and towns, the ways and means committee recommended that the State apply all of that money in payment in four years of the \$10,000,000 bonds for new highway construction, at the same time relieving the municipalities, the counties and the metropolitan district of certain assessments which they have previously made towards State highway construction and maintenance.

Bonds Would Do Job

The Governor points out in his statement that the relief to cities and towns under the ways and means committee proposal is not material, and insists that, if his recommendation for 10-year bonds for highway construction had been accepted, the bonds could have been taken care of with one-quarter of the one-cent increase, and the balance of the revenue from that increase could have been returned to the cities and towns to help them in their excessive taxation problems.

In his statement, last night, Governor Ely said:

"The proposed 10 per cent increase in income and corporation taxes applicable to 1931 returns is a measure to assist

the financial conduct of the cities and towns of the State.

"It was to forestall such a situation I had previously recommended that three-quarters of 1 per cent additional gasoline tax be devoted by way of relief from assessments and direct contribution to the cities and towns and an emergency fund of \$1,000,000 be made available subject to the disposition of the Governor.

Doesn't Help Cities

"The measure reported by ways and means limiting the borrowing for highway construction to four years and relieving the cities and towns from certain assessments and the counties from contributions, is perfectly sound from the point of view of State financing, but does not furnish as much relief to the cities and towns as the plan which I have advocated for 10-year bonds, which would have been carried with a quarter of a cent of the gasoline tax instead of three-fifths of a cent, under the proposed legislation.

"I have found it impossible to make such distribution of the \$1,000,000 emergency fund to bring the relief to the cities and towns which the unexpectedly large welfare expenditures require. Because of that situation only \$400,000 of the suggested \$1,000,000 has been called for. Using the city of Boston as an example, the welfare expenditures are estimated at \$2,000,000 over the last year and it is necessary either to raise the tax limit \$1 and thereby impose the additional burden largely on real estate, or find some other method of raising the money. The Mayor has suggested a 10 per cent increase in the income tax rates for 1931 tax returns. This seems to me the best proposal yet made to meet this emergency.

"No Bread Lines"

"From this resume it is perfectly apparent that the increased expenditures of the city of Boston, which I am using for the purpose of illustration, must be paid by an increase in the city taxes, which would fall 75 per cent on real estate, or from incomes through the proposed legislation.

"The people of Massachusetts should remember that we have had NO bread lines and very little in the way of charitable contribution and that practically the entire expense of an unfortu-

GOV. ELY BACKS CURLEY'S PLAN FOR WELFARE

**Gives His Unqualified Support
to 10 Per Cent Income
Tax Increase**

Unqualified support of Mayor Curley's plan to increase state income and corporation taxes 10 per cent, to provide a welfare fund to combat depression, was given last night by Governor Ely.

The governor, in his home in Westfield, declared the proposal the best yet made to meet the emergency existing.

Both the governor and the mayor declared the breadline and the soup kitchen, symbols of depression in other sections of the nation, had not been countenanced in Massachusetts—and must not be.

Gov. Ely's statement was issued after Mayor Curley had invited mayors and chairman of selectmen to attend a meeting in the Boston City Council chamber Tuesday to discuss means of raising welfare funds and permanently barring the bread line here.

ASSISTS TOWNS

Gov. Ely said he had found it impossible to make such distribution of the million dollar emergency fund as the unexpectedly large welfare expenditures require, and stated:

"The proposed 10 per cent increase in taxes applicable to 1930 returns is a measure to assist the financial conditions of the towns and cities," Governor Ely said.

"It was to forestall such a situation that I had previously recommended that three-quarters of one cent additional gasoline tax be devoted by way of relief from assessment and direct contribution to the cities and towns and an emergency fund of a million dollars be made available.

"The measure reported limiting borrowing for highway construction to four years and relieving cities and towns from certain assessments and counties from contributions, is perfectly sound from the point of view of state financing, but does not furnish as much relief to the cities and towns as the plan which I have advocated for 10-year bonds.

"Using Boston as an example, the welfare expenditures are estimated at \$2,000,000 over last year, and it is necessary either

to raise the tax limit one dollar and thereby impose the additional burden largely on real estate, or find some other method of raising the money.

"The mayor has suggested a 10 per cent increase in the income tax rates for 1930 tax returns. This seems to me the best proposal yet made to meet this emergency.

"The people of Massachusetts should remember that we have had no bread lines and very little in the way of charitable contribution and that practically the entire expense of an unfortunate situation has been borne by governmental agencies, as a result of which increased taxation as a temporary measure is practically inevitable and strictly in accordance with the pay-as-you-go policy."

The mayor, in his letter to town and city heads, declared:

FREE FROM BREAD LINE

"In most of the cities and towns outside of Massachusetts funds have been raised either through a community chest or otherwise, for the relief of the needy, and bread lines and soup kitchens have been in evidence in many of the large cities.

"In Massachusetts we have been free of movements for the relief of either city or town treasuries in the care of the needy, and have likewise been free of breadlines and soup kitchens. This has been possible through such increase in the appropriation for the maintenance of Public Welfare Departments as has been found necessary to provide for the requirements of the unemployed and needy.

BURDEN ON REAL ESTATE

"The burden, as a consequence of this method of meeting the emergency confronting the government, which in my opinion is the only sound and sane plan of providing for the unfortunate needy, has been borne almost wholly by real estate, and that the burden may in part be shared by other agencies than real estate, and that no additional burden be placed upon those who would find it difficult to meet the obligation this system of levy is presented.

"The burden will in no case be unduly severe and no portion of the burden will be required to be borne by individuals unable to meet the obligation."

GOVERNOR SAYS MAYOR MAKES BEST PROPOSAL

**Is Expected to Urge City
And Town Executives
To Agree**

PREFERS BOND PLAN TO LEGISLATORS'

**Declares His Highway
Financing Offered More
Relief**

[Special Dispatch to The Herald]

WESTFIELD, March 7—Gov. Ely tonight formally threw his support to Mayor Curley's proposal for a flat 10 per cent. increase on the 1930 income and corporation taxes as a measure of relief for the municipalities of the state which have been harassed by heavy public welfare expenditures.

The Curley suggestion was under fire in Boston during the day and the Governor's reiterated approval of it as "the best proposal yet made to meet this emergency" was taken as indication that he will lend his assistance to the mayor in the attempt to be made Tuesday to persuade city and town executives to accept it.

The Governor issued a statement giving a technical description of one phase of the taxation problem up for solution and he held up the recommendation of the legislative ways and means committee for comparison with his proposal for financing highway construction. His bond issue plan, he declared, would have furnished more relief.

The Governor joined with Mayor Curley in citing the absence of bread lines in the commonwealth in spite of the depression in business and industry.

GOVERNOR'S STATEMENT

The Governor's statement follows:

The proposed 10 per cent. increase in income and corporation taxes applicable to 1930 returns is a measure to assist the financial conditions of the towns and cities of the state.

It was to forestall such a situation that I had previously recommended that three-quarters of 1

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POLITICS AND POLITICIANS

By JOHN D. MERRILL

People may, or may not, agree with Ex-Gov Alfred E. Smith of New York that the primary has been a failure, but they will unite in praise of his courage in acknowledging his belief that he made a mistake in urging the adoption of the primary when it came up for consideration 25 or more years ago. Few men in public life are big enough to confess they have been wrong, particularly on a question of importance.

But it must be said that some of the ex-Governor's criticism of the primary does not strengthen his case. The old-line Republicans in Nebraska tried to defeat Senator Norris by running against him in the primary another man of the same name; the trick is an old one, and it has been used many times in both primaries and caucuses. In this case, however, it failed. Further, as Mr Smith says, the general impression is that Senator Norris could not have been nominated and would never have gone to the Senate, if it had not been for the primary. Consequently, if Senator Norris is a good man, and Mr Smith seems to imply that he is, the primary has not worked badly so far as Nebraska is concerned; on the contrary, what the ex-Governor presents as an indictment is in reality a justification of the primary.

A Human Instrument

The truth about the primary, and about every other device used in electing men to public office, is that it is a human instrument, and never accomplishes in full measure all that its supporters predicted. The primary, the initiative and referendum, the popular election of United States Senators have been in operation in Massachusetts for some time, but there seems to be little evidence that the State is better governed or its inhabitants happier since those measures went into force. It is a truism that the people are responsible. If they want good government they can get it in spite of bad laws. But if the people do not care for good government, statute books crammed to the covers with availing legislation will not force it on them.

The human mind is likely to compare the worst of things as they are with the best of things as they used to be. Everybody knows that the popular primary does not work perfectly and that incompetent men, and worse, have been nominated and elected under its provisions. But the weaknesses of the caucus and the convention should not be forgotten.

Primaries and Conventions

Men who are old enough to recall State conventions, or in recent years have attended national conventions, know what abuses prevailed under the old system of nomination. Bargains by the score were made on the floor of the convention hall. A, a candidate for one office, promised a block of votes to B, a candidate for another office, in exchange for the latter's support of A. One need not go outside

Massachusetts in order to recall instances where, through the swapping of convention votes, incompetent men were nominated in preference to others who had ample qualifications, whom the voters wanted to nominate.

Thousands of voters in Massachusetts have not seen the caucus and primary in operation; they are easily persuaded that the past must have been better than the present. But, in measuring the convention and the primary, both merits and faults should be compared. It may be that the weaknesses of the primary outweigh its advantages, but the miscarriages of the convention should be brought to light.

The Squires Measure

The pre-primary convention as set forth in the bill filed by Representative Arthur T. Squires of Worcester may, if adopted by the Legislature, cure some of the bad features of the primary. That bill, which has the backing of the Republican State committee, provides that a political party may hold a State convention before the primary and nominate or suggest candidates for the support of the voters in the primary. Thus the people will still be responsible for party nominations; they may approve or reject the candidates proposed by the convention, but that body will have had the opportunity to put forward the candidates it prefers.

The essential part of the bill is that the candidates endorsed by the pre-primary convention may have a statement of that action attached to their names on the primary ballot. No new law is needed in order to give political parties the right to hold such a convention, but under the existing statutes its action cannot in any way be made a matter of record on the ballot.

These matters and others related thereto will be heard tomorrow by the Legislative Committee on Election Laws. Many of the leading politicians of each party will doubtless speak. The attitude of the Democratic State organization has not been made public, but only a few years ago the chairman of the Democratic State committee joined with the chairman of the Republican State committee in supporting the pre-primary convention.

Financial Matters

A misapprehension seems to prevail in regard to Mayor Curley's suggestion that the State income tax might well be increased 10 percent for the next year and the proceeds used to reimburse the cities and towns for their expenditures in relief of needy citizens. The Mayor's proposal is not that the rate of the State tax shall be increased from 2 to 12 percent, but that 10 percent be added to each individual tax. For example, the man who now pays a State tax of \$10 will, if the proposed law goes into effect, pay \$11. A State tax of 12 percent on incomes would be almost confiscation.

The passage of such an act would bring great relief to the municipalities, almost every one of which is now spending more money than it can pro-

duce without a substantial increase in its tax. And if this burden, or a part of it, is shifted to the State, those who administer town and city governments can subsequently call attention to the fact that the tax rate has been increased little, if any, by the appropriations for relief. The latter consideration has probably not been wholly forgotten. The people, of course, must provide the money in either case; if they do not do so in their local tax, they will do it in their income tax. The method proposed by Mayor Curley will, however, put no additional burden on real estate which—so those who own any say—is already loaded almost to the breaking point.

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NEGRO 'RED' LOSES VETERANS' RELIEF

Wouldn't Work When Curley Offered Him Job, Name Is Stricken from List

The name of Stanley Johnston, Negro communist "lecturer," who faded temporarily from prominence in demonstrations of communists, after Mayor Curley offered him a job which he refused to accept, has been stricken from the list of recipients of soldiers' relief.

Johnston, who showed anger in the mayor's office when the mayor asked him if lecturing produced more revenue than work, has been drawing \$30 per month from the soldiers' relief department.

It was not until he was arrested Feb. 25 after an altercation with a policeman at a demonstration on the Common that John J. Lydon, soldiers' relief commissioner, identified him as one of the prominent communists. When Johnston sought to collect semi-monthly relief of \$15, he was told that his name could not be found on the list. He demanded a hearing. He got it from Commissioner Lydon and his name was not restored to the list.

"He simply refused to work," said Lydon yesterday. "And we do not give soldiers' relief to persons who won't work when jobs are offered them."

MAYOR SENDS MESSAGE

Tells Justice Holmes Massachusetts Is Proud of His Service

Mayor Curley yesterday recognized the 90th birthday of Justice Oliver Wendell Holmes, who has visited him several times at City Hall, when he sent him the following congratulatory message.

"I pray you will accept an assurance of my congratulation and every good and sincere wish upon your 90th birthday anniversary. You have given to the greatest tribunal of the world a magnificent service, rich in the most cherished traditions of the legal profession, diligent and untiring in your important labors and supplemented by a righteous characted of citizenship that has ever made Massachusetts proud of you as jurist and man."

CURLEY TAX INCREASE PLAN STIRS DEBATE

Mayor Invites Heads of Cities and Towns to Conference on 10 Percent Welfare Project

There was much speculation last night as to what fate Mayor Curley's proposal to increase the State income tax 10 percent, for one year only, to relieve the burden of public welfare work in cities and towns, would meet at the conference in Boston City Hall Tuesday afternoon to which all Mayors and Boards of Selectmen in the State have been invited.

Mayor Curley insists that the tax burden of emergency measures has hitherto been borne by real estate and that it is time the burden is shared by other agencies. He declared there was ample precedent for an additional State tax on incomes of individuals and corporations, citing the Massachusetts Legislature's action in 1918 and in 1923.

Simply Bill for Tenth More

Should the legislation for a 10-percent increase of payments be adopted by the Legislature, it will not change administration of the State income law in any detail, according to those familiar with the terms of the bill that Tax Commissioner Henry F. Long has drafted at the request of Gov. Ely.

The bill as proposed merely provides that after the amount of personal tax of an individual or corporation tax of a business firm has been computed, another 10 percent will be added. If, for instance, a man pays an income tax of \$150 he will be requested to pay in addition 10 percent of that, or \$15 more, making a total of \$165.

Payment of 10 percent additional on the total tax payment of an individual or corporation will not be regarded in the same light, it is thought, as an increase of 10 percent in the rate.

Those familiar with the situation say that the bill drafted by Commissioner Long is a short one and makes provision for computing income taxes as usual and adding thereto the 10 percent proposed.

Legislators Not Yet Heard

If Gov. Ely so decides he will send a special message along with the bill, urging enactment.

Mayor Curley's suggestion came after the members of the Legislature had left for the week-end. When they return Monday it may be that they will make known their ideas.

As the increase would be for one year only, the addition would be made to the amount paid by individuals and corporations for 1930. If the law passes, those who have paid their State income tax bill for 1930 will receive another bill for the 10 percent. Those who have not yet received their bills, assuming the legislation is enacted, will find the total amount of payment plus 10 percent.

Mayor Curley's Invitation

Yesterday Mayor Curley sent the following letter to every Mayor and chairman of Selectmen:

"The expenditures necessary for the relief of the needy of every city and town of the Commonwealth have increased rather than diminished during the months of January and February, as contrasted with the same months in 1930. It is evident to every executive who has examined into the problem that unless relief is provided from other than the regular sources a considerable increase in taxes will be necessary to provide for the requirements of Public Welfare Departments of the cities and towns of the Commonwealth. It is invariably the rule when taxes are increased for the owner of realty to so apportion the increase upon the occupant of house, flat or tenement as to make the same burdensome.

There is no way in which to justify the development of a situation of this character, provided it can be prevented without undue hardship to the citizen-ship as a whole. The portion of the burden of the costs of government borne by real estate has appreciably increased during the past 20 years, and unless measures are taken at once there will be a further increase in that burden.

Would Provide \$4,000,000

With a view to providing a reasonable measure of relief without unduly burdening any individual, a bill has been drafted providing for a 10 percent increase on income tax returns. When the matter was first considered before the Committee on Taxation of the Legislature a 20 percent levy was discussed. At a later conference, however, it was deemed advisable to consider a limit of 10 percent additional tax. The revenue from this levy, apportioned in conformity with the State tax assessment, would result in the distribution of more than \$4,000,000 to the cities and towns of the Commonwealth.

In most of the cities and towns outside of Massachusetts funds have been raised either through a community

chest or otherwise for the relief of the needy, and bread lines and soup kitchens have been in evidence in many of the large cities. In Massachusetts we have been free of movements for the relief of either city or town treasuries in the care of the needy, and have likewise been free of bread lines and soup kitchens. This has been possible through such increase in the appropriation for the maintenance of Public Welfare Departments as has been found necessary to provide for the requirements of the unemployed and needy.

"The burden, as a consequence of this method of meeting the emergency confronting government, which in my opinion is the only sound and sane plan of providing for the unfortunate needy, has been borne almost wholly by real estate, and that the burden may in part be shared by other agencies than real estate, and that no additional burden be placed upon those who would find it difficult to meet the obligation this system of levy is presented.

Precedents in State's Acts

The burden will in no case be unduly severe and no portion of the burden will be required to be borne by individuals unable to meet the obligation. Those required to pay under the provisions of this measure should welcome the opportunity that is presented for service to their fellow men and women.

"It may be contended that this represents a radical departure in the meeting of an emergency, but there is ample precedent for the action here taken. In 1918 the Massachusetts Legislature provided for an additional tax upon the net income of domestic and foreign corporations for one year, to meet the additional burden placed upon the Commonwealth by the war bonus.

"In 1923 the Commonwealth imposed an additional tax of 10 percent upon net income, as is proposed in this instance, in order to meet the loss sustained by the cities and towns in the reimbursement to national banks when the courts declared the national bank tax illegal.

"A conference has been arranged at the City Council chamber, fourth floor, City Hall, School st, Boston, for Tuesday, March 10, 1931, at 2 p. m., to which invitations have been extended to the Mayor of each city and the chairman of the Board of Selectmen of each town in Massachusetts. The purpose of the conference is to consider this measure as here outlined, the adoption of which is so necessary for the well being of the entire people of the Commonwealth."

TWO-CENT RISE IN GASOLINE TAX IS COUNTER PLAN

Higher Poll Levy Also In-
dorsed by Massachusetts
Association

OPPOSE INCREASE ON INCOMES OF 1930

Proposal to Reduce Old
Age Pension Limit
Condemned

Mayor Curley's plan to increase state income taxes for 1930 by 10 per cent. to provide funds for unemployment relief met with strong opposition from the Massachusetts Tax Association, according to a statement issued yesterday. The association met privately Saturday afternoon.

A two-cent increase in the gasoline tax should provide funds for the relief program, the association believes, and the funds needed for old age pensions should be provided by an adequate increase in the poll tax and an adequate poll tax on women.

OPPOSE INCREASE

The conclusions of the association with regard to the measures to be adopted in the present emergency are as follows:

1. There should be no reduction at present in the old age pension limit.
2. There should be no more increase than is absolutely necessary in the state tax.
3. There should be no increase this year in the tax on incomes, and particularly on corporate incomes.
4. The funds for the relief program should be raised largely by a two-cent increase in the gasoline tax, a substantial part of which should be distributed to, or used for, the municipalities for highway and traffic purposes.

Of the proposal to increase the state tax, the association says:

The association irrevocably believes that present burdens on real estate and industries should not be increased, even temporarily, more than is absolutely unavoidable. Real estate has been flat for five or six years. As real estate is an important part of the foundation of our economic structure, it will be seen

that this condition is not healthy, and not likely to accelerate a return to prosperity. One of the principal reasons why there is no market for real estate is on account of the heavy taxes which make real estate an undesirable investment.

It is well known that our industries, with a few notable exceptions, are having a fierce struggle to make both ends meet, and it is clearly unwise to add anything more to their burdens.

FOR GASOLINE TAX

The association believes that the most feasible method of granting the relief that seems necessary or inevitable is by a two-cent increase in the gasoline tax, of which at least one cent should be distributed directly to the municipalities, to be used by them for highway purposes, thus releasing other funds for the relief program. The association believes that an increase in this tax will fall as lightly as any tax that could be imposed.

In regard to an increase in income taxes, the association is reluctant, prior to the revision of our tax system which should be made next year, to see any radical change made in present rates. Any increase runs the risk of driving capital out of the state at a time when every citizen of Massachusetts should be desirous of attracting capital here.

The mayor of Boston suggests a 10 per cent. increase in these rates. The association doubts if this is wise. One point is certain, that no increase should be made this year in the tax on corporate incomes.

Our governmental agencies, particularly the municipalities, have been spending far more than they could afford to spend. Yet we hear little or nothing from executives of many of our municipalities to indicate that they appreciate this, or have any desire to remedy it.

The officers of the Massachusetts Tax Association are: President, Chandler Bullock; vice-president, Alexander Whiteside; treasurer, Francis C. Gray; executive secretary, Wendell D. Howie.

SEEK CHARLESTOWN MUNICIPAL BUILDING

Bill Letting City Borrow
Money Urged

A large delegation of Charlestown residents, headed by Representative Robert L. Lee, appeared before the Legislative Committee on Municipal Finance today, urging favorable action on a bill that the city be authorized to borrow a sum of money for the establishment of a municipal building in the district.

The young boys of the district, the committee was informed, have no recreation building. The committee

BOSTON'S THEATRE CENSORSHIP BACKED

Revere Pastor Hits Change of
Control from Mayor

The Rev. Richard K. Morton, pastor of the Community Church of Christ, Point of Pines, Revere, yesterday struck out at proposed legislation which would remove from the mayor of Boston power to ban objectionable plays and place it in the hands of the district attorney. He said:

We all love freedom and resent the superimposition of another mind on our own. We like to be free as far as possible to do as we please.

But I believe that the Mayor of Boston has steadfastly sought to protect the homes of Boston. His own sadly afflicted home has been the admiration of the city and men with smut to sell don't like his stand. Mr. Curley has the support of thousands who differ from him politically. We know that he hates the obscene and corrupting. We stand foursquare with him.

The mayor and his official censor may make mistakes but the present plan has on the whole worked well. It is better to have his ideas foisted upon us than the ideas of some unscrupulous and low-minded theatrical producers. It is better to have him decide at once about a play than to have no one decide, or wait for court litigation while giving the play publicity through opposition to it.

We need Christian men and women with ideals to support the stand of the mayor. Boycott obscene plays and refuse to support vileness proclaiming itself a new and higher type of 'art.' The real censorship comes from the preferences of the people.

was further informed that Mayor Curley and the City Council are in favor of the measure. Representative Lee felt that an appropriation of \$400,000 would be sufficient to construct an adequate building. There is no difference of opinion, the committee was told, as to the site of the proposed building, and it was felt that the city could use its own land at Lexington and Bunker Hill sts.

Among persons who spoke in favor of the bill were Ex-Senator James J. Mellen; Daniel Foley, commander of the Bunker Hill Post, A. L.; Mrs. C. F. Sheehan, United Citizens' League; Representative William P. Frendergast, City Councillor Thomas H. Green and the Charlestown Improvement Association were put on record in favor of the proposal.

The committee took the matter under advisement.

GLOBE 3/9/31

TRANSCRIPT 3/9/31

TRAVELER 3/9/31

Motorists to Fight Any Gas Tax Increase

A. L. A. Declares Car-Owners of State Aroused at Proposed 4-Cent Levy

Won't Be "Saddled"

Association "To See That Voters Have Opportunity" to Express Selves on Proposition

As sequel to the suggestion of the Massachusetts Tax Association that the tax on gasoline be raised from two cents to four cents per gallon rather than increase the State income tax 10 per cent, as proposed by Mayor Curley, the Automobile Legal Association issued a statement today to the effect that Massachusetts motorists are so aroused that they now propose to fight any raise at all in the gas tax. The statement adds that the association and other organizations "will see to it that the voters of the State shall have the opportunity of voting on this effort to saddle upon them an outlay of \$11,000,000 annually to support a doubtful plan of expansion calculated to relieve a small class of unemployed, a large percentage of whom are aliens." The association's statement follows:

"While the automobilists of Massachusetts might have been willing to pay an additional tax of one cent on gasoline for one year, amounting to approximately \$5,500,000, as their contribution to the restoration of normal conditions, the subsequent proposal to levy such a tax for the next four years, which would amount to approximately \$22,500,000, roused them to protest against such a levy as uncalled for and which plainly indicates to them that the proposed increase was not for the purpose of relieving a temporary situation as alleged by its proponents.

"The present suggestion by the Massachusetts Tax Association that this tax be raised to two cents, or about \$11,000,000 annually, has so thoroughly roused the automobilists of Massachusetts that they now propose to fight any raise whatever.

"The Automobile Legal Association and other organizations will see to it that the voters of the State shall have the opportunity of voting on this effort to saddle upon them an outlay of \$11,000,000 annually to support a doubtful plan of expansion calculated to relieve a small class of unemployed, a large percentage of whom are aliens."

City Plans \$10,000,000 Outlay at Airport

That the city of Boston plans ultimately to spend \$10,000,000 on the East Boston Airport was the word which Commissioner William P. Long gave to the legislative Committee on Municipal Finance today during a hearing on Mayor Curley's proposal that the city be permitted to borrow \$1,250,000, outside the debt limit, for immediate improvements. The scope of the work surprised various committee members, who admitted that they had no idea that so much money would be required.

Though there was no opposition to the bill in hand, Senator Arthur W. Hollis of Newton criticized as "outrageous" the practice of the city in permitting commercial air lines to use the Airport without charge. The senator learned from Mr. Long that one New York line pays only rental for the land on which its hangars are erected, and that a line operating between Boston and Springfield is not charged anything for the right to land at the Airport because it has not yet made any money.

Mr. Long told Senator Hollis that the Colonial Line pays \$1000 a year as rental for the land, but does not pay for using the land to take off and land. As to the other Boston-Springfield line, Commissioner Long declared: "It has only started and has not made any money yet."

"So you give them the facilities free in order to develop their business?" Senator Hollis declared. "If that is a good policy why shouldn't you give me or anyone else free office building because I want to develop my business. How much does the Federal Government pay for the use of the field?"

Commissioner Long replied: "One dollar per year."

"I think it is outrageous," Senator Hollis continued, "to allow these commercial lines to use the city's property without any charge. You want to spend money and give it away."

A large delegation of Charlestown residents headed by Representative Robert L. Lee urged favorable action on a bill that the city be authorized to borrow money for the establishment of a municipal building in the district. The committee was informed that Mayor Curley and the City Council are in favor of the measure. Representative Lee felt that an appropriation of \$400,000 would be sufficient to construct an adequate building on the city's own land at Lexington and Bunker Hill streets.

Negro Glee Club Serenade Curley

The Glee Club of Lincoln University, Chester County, Pa., called on Mayor Curley today and serenaded him with one of the popular spirituals of the South. The boys were represented by John W. Schenck, assistant United States attorney, who declared that no public official is entitled to more respect than the mayor who has always had deep sympathy for the Negro cause. In reply, the mayor stated that absolutely no discrimination exists at City Hall in the appointment of Negroes to office and that he had never known a Negro employee unfaithful to his trust. The mayor presented each of the visitors with a copy of his well known Lincoln address at Washington and invited them to be his guests at a luncheon at the Boston City Club.

SPEED UP WORK ON CHARLES ST.

New Plans Call for Reservation 28 Feet in Width

The widening of Charles street is to be begun at once and pushed to completion as quickly as possible.

After certain changes had been made today in the layout in connection with the widening Mayor Curley ordered Commissioner of Public Works Rourke to go ahead with the job without further delay, and to complete it as quickly as possible.

The original plans called for a 120-foot thoroughfare, with a division of two 40-foot roadways, a 20-foot reservation in the centre and sidewalks 10 feet wide.

Vigorous objection to the narrowness of the reservation developed and it has been agreed to cut the roadways to 38 feet, the sidewalk on the river side to six feet and to widen the reservation to 28 feet. There are to be no crossings from the side streets running into Charles street.

Turning circles have been provided for, and traffic entering Charles street will be obliged to weave through moving traffic until it reaches a turning circle.

It was also decided today to build an underpass at Cambridge and Charles streets for foot traffic, with connections with the new Elevated station at that point, at an estimated cost of \$60,000. The Elevated has agreed to pay \$50,000 of this cost.

Chairman Hurley of the street commissioners told the mayor that he is satisfied the whole job can be done within the available appropriation of \$1,000,000.

RECORD 3/9/31 SEES BLOW TO BUSINESS BY CURLEY TAX

Many industries will be driven from this state if the Legislature adopts Mayor Curley's plan for a 10 per cent increase in state income taxes, the Massachusetts Tax Association declared in a statement issued yesterday.

Timing its statement in advance of action this week by the legislative body, the association made up of prominent business men, bankers, officers of utility companies and insurance men strongly opposes the tax increase as a deterrent to reviving business.

They propose instead for unemployment relief a three cent gasoline tax for a period of one year, the extra cent to be paid over directly to the municipalities. A poll tax on women and an increased poll tax for men are favored to raise funds for old age pensions.

Curley Tax Plan Arouses Legislators

Reaction Over Week-End on Part of Constituents Is Unfavorable

By Richard D. Grant

Legislators who left Beacon Hill for their homes after Friday morning's short session, unaware that Mayor James M. Curley was on his way to the State House with a plan temporarily to increase the State income tax 10 per cent in order to relieve the overburdened cities and towns of the Commonwealth of part of their public welfare obligations, returned today to their seats vividly conscious of the fact that public opinion is thoroughly aroused against the proposal.

Indeed, it is more than likely that, if the General Court should be obliged to render an immediate decision on the important matters now before it, the Curley income tax bill would not only be overwhelmingly defeated, but the success of other legislation in which Governor Ely is interested would be by no means certain. The most frequently-expressed comment today was, "Where is it going to stop?" with Democratic members no surer of the answer than their Republican brethren.

Governor Ely's ready decision to support Mr. Curley's plan, many believe, may prove embarrassing to him in other respects, although with the chief executive and the Joint Ways and Means Committee in favor of the \$11,500,000 program for public works and a new department building, the chances of ultimate refection are slight. With the proposal to place an additional cent on the gasoline tax, however, it is another story. There is much current sentiment against any kind of a tax increase. People have just been unpleasantly reminded, through the filing of their personal and business tax returns, of the general falling off in income. Then the ways and means committee reported a recommendation for a three-cent gas tax. The mayor's proposal to raise the income tax and the governor's comment on it that it was the best plan he had heard to date, capped the whole situation.

Representatives and senators from all parts of the State, with few exceptions, brought back the same story. Their constituents have been thoroughly stirred by the prospect of having to give up a greater proportion of income despite the fact that lean business conditions have reduced the gross total, and have taken pains let them know about it.

Holding Up Budget

Representative Arthur W. Jones, House chairman of ways and means, who issued a statement Friday explaining the committee's attitude on the highway pro-

gram proposed by the governor, said today that he did not know when the committee would be able to file the balance of its report on the general appropriation bill. He was sure it could not be filed with the clerk today.

Mr. Jones called attention to the changed condition brought about over the week-end by Mayor Curley's suggestion. This matter will have an important bearing on the budget, he declared, and must be seriously considered. Another item which will delay the report still further, Mr. Jones said, is the necessity for further appropriations for the public works department, for repairs of damage caused along the coast line by the recent severe storm.

It appears that Republican strength in both branches will be solidly massed against the governor's proposal to reduce the age limit of beneficiaries under the old-age assistance act from seventy to sixty-five years. The Republican leaders feel that the Legislature has bitten off a large mouthful in enacting the act as it now stands and that it would be folly to include in its provisions the much larger number of persons between the ages of sixty-five and seventy, when no one knows, even now, where the money is coming from to administer the law, beginning July 1.

Tax Commissioner Long was delegated by the Legislature to find some means of taxation which would be equitable and a source of revenue ample for the needs of the act, but apparently has been unable to do so. The speedy and strong-voiced protest against his plan to tax the bottlers seems to have effectively stopped that source and there is small chance of imposing a further tax on the tobacco interests.

A BARGAIN ON THE BASIN

To the Editor of the Transcript:

The citizens of Boston are watching with interest the matter that is now pending before the Legislature, providing for the improvement of the Charles River Basin. We see in the project an opportunity for providing Boston with a public park of sixty-five acres, located near one of the city's most densely populated wards and easily accessible from any part of Boston. The cost at which the city can obtain this new recreation spot makes it a positive bargain.

It will be recalled that Mrs. James J. Storrow gave a million dollars toward making this park possible. After considerable investigation by State officials, it appears that \$800,000 in addition to Mrs. Storrow's gift is needed to complete the Charlesbank playground, widen the Esplanade, and make the Basin more available for boating and all water sports. One-half of this amount was included in the appropriation made in 1929, and only \$400,000 is now necessary to complete the project.

Boston is justly proud of Columbus Park on the Strandway in South Boston. This area, which is almost equal in size to the proposed Charles River Park, cost the City of Boston between \$2,500,000 and \$3,000,000. How much would it cost to obtain a park of sixty-five acres by purchasing the required land in the thickly settled district of the West End? The opportunity to provide Boston with a park of such size, in such a location, at a price of only \$800,000 is likely to come but once. Let us grasp it while we can.

LEONARD K. GIBSON

Look Before We Spend

On Beacon Hill a landslide of legislative bills to spend public money has been followed by a snowslide of cash-due bills for public money already spent. To the governor's special proposals for future outlay there has suddenly been added a statement of the large special outlay of relief funds which the cities and towns have been making in the recent past and which they are forced to continue making in the immediate present. On the very day when the Ways and Means Committee reported in favor of a three-cent gasoline tax to cover every dollar of the governor's extra highway-program, Mayor Curley called for a 10 per cent increase of the income tax to cover the extra dollars now being put out for relief. The Massachusetts Tax Association, facing these combined demands, finds that a four-cent gas tax will be none too much to meet the joint calls so registered.

Is it unreasonable to hope that this sudden combination of demands upon the public purse will have a sobering influence? May it not be freshly realized by our administrative and legislative authorities that any excessive spending of public money has an even more direct likelihood of hurting the public than it has of helping? Ten extra millions of dollars spent upon road-building, over and above the State's regular program, may have some limited helpfulness as a stimulus to general business, and then again they may not. But one thing is certain. To supply those extra ten millions higher taxes must be imposed. Sources of larger revenue must be found and tapped, whether the State falls back upon a long-term borrowing policy of the kind which Fall River once found so attractive but no longer thinks very pleasing, or whether we meet and discharge the whole burden in three or four years.

In any event the self-same public which we talk of "relieving" by increased expenditures must pay the bill for that increase. This being the case, will not the ways and means committee reconsider and take second thought whether it is really advisable to authorize the governor's whole extra highway program? Will not Governor Ely himself reconsider? Now when the public has learned in two almost simultaneous instances that while a three-cent gas tax may cover the cost of this special future expenditure, a four-cent tax will be needed to recoup the relief money already spent, a cooler view of the Commonwealth's whole financial program may well prevail, we think, not only among the people but among the people's qualified representatives.

MOVE TO TURN DOWN BIDS ASSAILED

Motion Introduced by Council
President Tabled After
Stormy Session

Future action on an order introduced by President Joseph McGrath of the City Council, calling for rejection of all bids for the construction of the major section of the East Boston tunnel, was considered unlikely today, following a stormy session of the council in which it was tabled for a week.

The charge that the order was a deliberate attempt "to steal \$2,500,000 from the taxpayers" was made by Councilor Dowd, one of the opponents of the measure.

A bitter battle of personalities was provoked when Pres. McGrath left the presiding officer's chair to introduce the order, requesting the mayor to direct the Boston transit commission to reject all bids received last Wednesday and re-advertise the contract.

McGOVERN HIGH BIDDER.

In those bids, the Patrick McGovern Co. of New York, was high by \$3,065,280, offering to build the underwater section of the tunnel for \$8,761,790, while the Silas Mason Co. of New York agreed to perform the work for \$5,696,510, the lowest bid received.

In demanding rejection of the initial bids, President McGrath declared that it had been brought to his attention that representatives of the Silas Mason Company, during the past few days, had been seeking housing facilities for their workmen in East Boston. He charged that the lowest bidder would bring its entire crew from New York and would not hire a single Boston laborer on the biggest job in the city.

SEES "PADRONE" SYSTEM

The firm was able to put in the lowest bid, he charged, because it intended to use the "padrone" system here by "taking its profit out of the hearts and souls of its underpaid laborers."

In rapid succession Councilors Dowd and Francis E. Kelly and Robert Gardiner Wilson promptly voiced sharp opposition to the Council going on record in the tunnel contract proposal, and following a bitter debate lasting more than an hour, the president's resolution was tabled for a week.

The attacks of Dowd and Kelly were considered so bitter that Councilor Thomas H. Green of Charlestown recommended that they be expunged from the record.

"I won't stand for the expunging," shouted Councilor Dowd, adding, "I insist that if the bids are thrown out it means that over \$2,500,000 of the taxpayers' money will be stolen."

"New York bidders were invited to come in and when the bids were opened it was found that the lowest bidder was \$2,500,000 under the gentleman who was supposed to get the job. And you know who he was."

Councilor Kelly named Contractor McGovern, declaring that "the mayor raced home unexpectedly from Florida to see that his friend, Pat McGovern, got the job."

HERALD 3/10/31

MOVE TO REJECT ALL TUNNEL BIDS BRANDED 'STEAL'

McGrath Plan Seen as At-
tempt to Give Another
N. Y. Firm Contract

COMPANY WINNING AWARD DEFENDED

Council Head Fears 'Im-
ported Labor'—Bitter De-
bate Marks Meeting

The introduction of an order at the meeting of the city council yesterday by Joseph McGrath, president, requesting Mayor Curley to "instruct the transit commission to reject all bids" for the construction of the major section of the \$16,000,000 East Boston traffic tunnel, was termed by Councilman John P. Dowd of Roxbury as "a deliberate attempt to steal \$2,500,000 from the taxpayers."

Councilmen charged that the move on the part of the council president was an attempt to present the contract to Patrick McGovern, Inc., of New York, whose bid for the work was \$3,065,282 higher than the lowest bid of \$5,696,510, made by the Silas Mason Company, Inc., of New York.

After a bitter debate on the order in which Mr. McGrath assailed the Mason company, and Councilmen Dowd and Francis E. Kelly retorted, the council

VOTES \$2,250,000 TO PUBLIC WELFARE

Cost of Department for Year
Figured at \$6,000,000

An appropriation of \$2,250,000 for the maintenance of the public welfare department was authorized by the city council, yesterday, upon representation that the maximum statutory expenditure pending adoption of the regular appropriation budget, will be insufficient to meet demands.

The cost of sustaining the welfare department for the year is tentatively estimated at about \$6,000,000, or about 50 per cent. in excess of last year's actual maintenance cost.

The council balked about appropriating \$35,000 for the maintenance of the municipal employment bureau, but approved a transfer of \$5000 from the reserve fund pending the appearance of Director John J. Shields, before the executive committee, next Monday, to explain the need of an appropriation \$10,000 larger than has annually been approved.

An order of Mayor Curley appropriating \$14,000 for the purchase of radiophone photographs of Boston soldiers and sailors who died during the world war was referred to the committee on appropriations. The mayor informed the council that he is not convinced that the best method of commemorating the war service of Boston's heroic dead is by the hanging of their photographs in schoolhouses and other public buildings, but no better suggestion, in his judgment, has yet been advanced.

In executive session laid the order on the table for a week without assurance that it would be resurrected. An attempt to have the remarks of the two latter councilmen expunged from the records of the council was met with a challenge by Councilman Dowd to his colleagues to take such action.

HITS McGOVERN FIRM

Injection of the name of the McGovern firm was made by Councilman Kelly, before he was called to order while in the midst of an attack on Mayor Curley. Dowd refrained from mentioning the McGovern concern, but he dispelled all doubt of his target during his frequent comparisons of the "two New York contractors."

During the hectic debate Councilman Kelly charged that the C. & R. Construction Company of Boston, third lowest bidder for the contract is "the concern of State Senator Michael J. Ward."

Mr. McGrath charged that if the Mason company should receive the contract, the "padrone system" would be established, and that every worker would be imported from New York. He added that representatives of the company have already sought to engage housing accommodations for the tunnel workers in East Boston.

cont
He contended that it would be more beneficial to non-residents of Boston than Bostonians and was as essentially a state matter as the express route to Worcester and other State projects.

An order from the Mayor asking for \$14,000 for radiotone photographs of victims of the World War, was referred to the committee on appropriations.

The Council approved an order for \$2,250,000 for Public Welfare expenditures for four months, ending April 30. For the first two months the expenditure was \$1,100,000.

The Municipal Employment Bureau wanted \$35,000; was voted \$5000 and Director Shields of the Bureau was ordered to appear before the City Council next Monday.

CHARLES-ST PROJECT UNDERGOES CHANGE

City Hall Conference on Widening Plans

At a conference in the office of Mayor Curley yesterday several changes were made in the plans for the Charles-st widening. The conference was attended by Public Works Commissioner Joseph A. Bourke, Park Commissioner William P. Long, Chairman of the City Planning Board Frederic H. Fay, H. Ware Barnum, counsel of the public trustees of the Boston Elevated Railway, and Thomas J. Hurley of the Boston Street Commission.

Original plans called for a widening of 120 feet, divided into 10-foot sidewalks, a 20-foot reservation and 40-foot roadways. At the conclusion of the conference the width remained the same because Park Commissioner Long objected to any more slicing on the river side, but the cards were reshuffled on measurements.

Roadways were cut down to 38 feet each; the river shore sidewalk was cut to six feet in width; the walk on the hospital side of Charles st remained at 10 feet, while the reservation was increased from 20 to 28 feet. Experts declared that autos could not safely and speedily make a turn around the end of a reservation only 20 feet wide.

An added feature will be an underpass under the traffic circle at Cambridge and Charles sts, to provide for walkers on Charles st. The underpass will have connections to the Elevated station. It is estimated that the underpass for pedestrians will cost about \$60,000 and the Elevated Railway has agreed to pay about \$50,000 of the amount.

Chairman Hurley expressed the opinion that, in view of no additional land takings and no additional width of thoroughfare, it would be possible to stay within the appropriation of \$1,000,000 for the widening. He said that already \$929,000 of the appropriation had been absorbed and that verdicts would take about \$50,000 more that was allowed by the awards of the Street Commissioners.

PASSES ASSESSORS' BILL DESPITE ATTACK

To Put 23 2d Assistants Under Civil Service

Legislature Sends Measure to Ely-- Roads Debate Tomorrow

Unsuccessful attempts were made in both branches of the Massachusetts Legislature yesterday afternoon to kill on the enactment stage the bill providing for placing 23 second assistant assessors in Boston under Civil Service without examination.

When the measure came up for enactment in the House, Representative Ingalls of Lynn, moved that the enacting clause be stricken out. Representatives Johnston, Anderson and Prendergast of Boston opposed the motion, which was defeated by a voice vote.

In the Senate, shortly afterwards, Senator Finnegan of Dorchester opposed enactment, which was favored by Senator Ward of Boston. The Senate enacted the bill by a rising vote of 23 to 2. It was thereupon sent to the Governor for his approval.

Will Seek to Amend Road Bill

The bill reported by the Joint Ways and Means for a one-cent increase in the gasoline tax, \$10,000,000 appropriation for road construction and \$1,500,000 for a new building for the State Department of Public Works, was explained by Representative Jones of Nantucket, who read a statement already printed in the newspapers. Action on the matter was postponed until tomorrow on motion of Representative Jones. Representative Rafter of Salem gave notice that he will offer an amendment.

The House, by a rising vote of 56 to 49, refused to substitute an adverse committee report a bill for separate fishing and hunting licenses.

A bill for additional employes and larger quarters for the State Department of Civil Service was reported by the Committee on State Administration, and given its first reading by the House.

Illinois Senators Pay Visit

By voice vote the Senate refused to substitute for an adverse committee report a bill to amend the section of law relating to the giving of notice in actions arising out of the alleged defective condition of private premises or public ways.

Both branches of the Legislature received a visit from a group of Illinois State Senators who are here to study Massachusetts election laws. The leader of the delegation was Senator Richard J. Barr, president pro tem of the Illinois Senate, who made a brief address in each chamber.

Reports on Harbor Bills

The Committee on Harbors and Public Lands reported "no legislation necessary" on the special report of the State Department of Public Works relating to construction of a breakwater and the dredging of an anchorage basin off Winthrop Highlands.

The same committee reported "next annual session" on the petition of Mayor Curley that the State Department of Public Works be authorized to dredge certain parts of Boston Harbor at or near Bird Island flats.

The Committee on Highways and Motor Vehicles reported "next annual session" on the petition of Senator Max Ulin of Dorchester that provision be made for laying out and constructing a portion of Blue Hill av, Boston, as a State highway.

PASS ASSESSORS BILL TO ENACTMENT

Both Houses Give Curley Plan Big Majorities

Under forced pressure from Mayor Curley's legislative agent, his bill to place his 23 second assistant assessors under state civil service protection without benefit of competitive examination yesterday was passed to enactment by both branches of the Legislature.

The bill now is before Gov. Ely for executive approval, and speculation was rife concerning his ultimate action, in view of the decisive margins by which the legislation was enacted in both branches. In the House it went through by acclamation and in the Senate only Senators Joseph Finnegan and Henry Parkman, Jr., were recorded in opposition on rising vote.

In spite of the near unanimity of legislative action the motion to enact the bill was not carried without protest. In the House of Representatives Alfred W. Ingalls of Lynn objected to its enactment in an extensive speech delivered against it while in the Senate Finnegan was equally unfriendly.

Ingalls told the House that similar bills during the past four years almost invariably have been rejected unless carrying referenda to the voters of the local municipal governments. He expressed the conviction that it was bad legislation and advocated that it be killed without ceremony.

In the House its enactment was urged by Representatives Richard E. Johnston, George P. Anderson and William P. Prendergast, all of Boston. Prendergast said there now are plenty of duties that may be transferred to the assessors to keep them busy during dull times.

Senator Finnegan was apprehensive of its general affect on the civil service if its protection so easily could be given the assessors. "It's a dangerous policy" he said "to grant civil service protection so generously."

Senator Michael J. Ward of Boston, in defending the bill, declared that the assessors would be eliminated from the municipal department immediately if the bill should be killed at its enactment stage.

Progress of the bill in both branches was followed by a group of the assessors assembled in the galleries.

MOVES TO REJECT ALL TUNNEL BIDS

City Council President
Prompts "Steal" Charge

Dowd and Kelly Aroused by McGrath
Motion Later Tabled

Surrendering the gavel as president of the City Council yesterday afternoon, Councilor Joseph McGrath of Ward 13 took the floor and offered an order that the City Council request the Mayor to reject all bids for the East Boston traffic tunnel.

Before the order was taken out of the chamber and into executive session there was such an exchange of personalities that efforts were made to have the personalities expunged from the records. Councilor McGrath's order was tabled for a week.

Councilor McGrath charged that the low bidder on the tunnel project was a new corporation, never had a job, would import all labor from New York and introduce the padrone system.

Councilors Dowd and Kelly opened up on the order. The former said it was only a question of giving it to one or another of two New York contractors, and charged that if the Council acted to throw out the low bid they would be "responsible for a steal of \$2,500,000 that will go into the political coffers of the men now in control of the city."

Councilor Kelly declared that the Mayor returned unexpectedly, and "his purpose was to see that his friend McGovern, with a bid of \$8,000,000, got the contract." He also charged that the C. & R. Construction Company belonged to Senator Michael J. Ward. He was halted by a point of order raised by Councilor Ruby, and said he "wanted to show this tremendous steal about to come off and name those in it."

Cites Personalities

"Because of personalities that have been exchanged," Councilor Wilson did not believe the Council should go on record for or against the order.

The bid that was the subject of Councilor McGrath's order was that of Silas Mason Company, Inc. of New York city, \$5,696,510. The second lowest bid, \$6,116,082, was by George R. Cook of Detroit. Next lowest, \$7,623,121, by the C. & R. Construction Company of Boston. The other New York bid was \$8,761,790 by Patrick McGovern Company of New York.

Pres McGrath, speaking on his order, said that the low bidder would import from New York every man who would work on the job. He charged that the concern had a representative operating in Ward 1, seeking quarters for the employees, and that the job would be run on the padrone plan. Rejection of bids and readvertising could be completed, he said, in three weeks.

The Councilor charged that the low bidder was in Boston under a name not its own.

"Is this a new concern? Is this a new venture?" asked the speaker. "Are we to see in Boston hundreds of unemployed and see laborers imported, not even citizens, and open up the padrone system?"

"Are they going to employ citizens? Will they employ Boston citizens, or come here and take away work belonging to our citizens?" asked Mr McGrath.

John F. Dowd, Councilor from Ward 8, who earlier had introduced an order which passed, calling upon the Mayor and Commissioner of Public Works to tell the Council in what parts of the city snow removal costing \$130,000 took place and the amounts expended in the various sections, arose and addressed the chair on the tunnel order.

He said, "I have listened with interest and amusement. Never before did I listen to such an order. Importing labor into Boston? Here in Boston we have contractors on city work and citizens are not employed. What's the real situation?"

"New York contractors are in properly with a bid \$2,500,000 under the bid of the man who was supposed to get the bid, and you now ask the Council to ask the Mayor to throw it out. I wonder what the taxpayers will say about it."

"This concern just completed \$132,000,000 of tunnel work. This is nothing but a political scheme to steal \$2,500,000 of the taxpayers money. The concern is now completing a \$35,000,000 job in New York."

Who Get the Job

"The only question is whom are you going to give it to, to one New York contractor or to another New York contractor?"

"Speaking on the number of men who would be employed on the job," Councilor Dowd said, "Chairman Sullivan of the Transit Commission said that at no time would more than 400 men be employed on the tunnel job. Bringing labor into Boston doesn't mean anything, but \$2,500,000 does to taxpayers."

"If the Council goes on record to throw out a legal bid you Councilors from all over the city are responsible for a steal of \$2,500,000 that will go into the political coffers of the men now in control of the city."

Francis E. Kelly, Councilor from Ward 15, supported Councilor Dowd and in his opening paid a tribute to Councilor McGrath as the capable spokesman of the Mayor "who could put it over if it could be done." Councilor Kelly charged that the Mayor returned unexpectedly saying "his purpose was too see his friend McGovern with a bid of \$8,000,000 got the contract. We don't want the contract readvertised. We want to do as always, give it to the low bidder."

He charged that the third lowest bidder, the C. & C. Construction Company, was the concern of State Senator Michael Ward and that it was in the bidding to protect the bid of McGovern, which was fourth low. The Councilor said that so much had been done under the guise of unemployment for a year that he "wondered how they would go about this. He can say (Mayor Curley) that the City Fathers want the bids rejected, so I must reject."

Councilor Ruby arose to a point of order, while Councilor Kelly insisted that he (Kelly) "wanted to show this tremendous steal about to come

off and name those in it." Ruby was upheld, Councilor Kelly sat down and Councilor Robert G. Wilson Jr got the floor.

No Influence Felt

The Republican Councilor from Dorchester opened by remarking that he did not think that Councilor McGrath had been influenced to introduce the order. Councilor Wilson thought the citizens of Boston would be amply protected by the surety bond that would have to be filed and that he was not disturbed by any threat of introduction of the "padrone system." He called attention to the wide diversity in the bids and then said "if the Mayor and corporation counsel are on the job the bond will be on a company that can stand the gaff if the contractor fails and the city will not lose anything."

"The Council," said Councilor Wilson, "should not be on record for or against because of the personalities that have been exchanged."

"It is open season for taking shots at the president of the City Council," according to Councilor Green. "If what he says about the low bidder is true, we should know something about the company."

He then asked that all the unkind remarks be expunged from the record, referring to remarks about the Mayor and Pres McGrath of the Council.

"There have been too burlesque shows on Monday (Council meetings) and we are ridiculous in the eyes of the people," he said.

Councilor Timothy Donovan of East Boston suggested that the order be referred to the executive committee and that the chairman of the Transit Commission be invited to tell how the bid figures compare with Transit Commission estimates of cost.

He was followed by Pres McGrath, who said he did not feel bad about the exchange of personalities, stating that it was a healthy thing when the City Council fights. He then charged that the creation of a new company might be a method of evasion or responsibilities by a parent company.

He declared the low bidder had never had a contract of even \$10 up to the present time; that the East Boston traffic tunnel bid would be its first contract and that the company "had never turned a pick or shovel. If they want to try out, let them try out in New York with New York money."

On Unemployment

The City Council head then turned his attention to putting unemployed men to work. He said that as Acting Mayor recently he put 1800 men at work at snow removal against the recommendation of the Public Works Commissioner. He then shot, apparently at Councilors Dowd and Kelly, stating that it was an easy way for a Councilor to "duck" responsibility by saying to unemployed men, "I'd love to put you to work but I'm unfriendly to the Mayor. Go down to McGrath or some other friendly Councilor. Until today I did not know a man who knew the New York men, when I heard from Wards 8 and 15. Now I know where to send my unemployed if the New York concern gets the contract."

Councilor Wilson introduced an order that went to the executive committee and later was passed. The order asked in view of the gasoline tax, extra tax asked for on incomes, etc, that the Commonwealth be asked to make financial plans whereby the State will pay part of the cost of the proposed thoroughfare plan and Central Artery.

Post 3/10/31

BIG FIGHT IN COUNCIL ON TUNNEL

"\$2,500,000 Steal" Al- leged if Lowest Bid Is Rejected

Claims that Mayor Curley wanted to give the big East Boston tunnel construction contract to Patrick McGovern, New York millionaire contractor who as a boy started here with a pick and shovel, and charges that the rejection of the lowest bidder would represent a \$2,500,000 political steal" created an uproar in the City Council yesterday.

URNS DOWN CITY'S FUND Council Gives Its \$110 to Volunteers

Turning its back on the city's official unemployment relief fund, the City Council yesterday decided to donate its \$110 contribution to the Volunteers of America for the purchase of shoes for needy children.

When each of the 22 members about a month ago tossed a \$5 bill into a hat, it was announced that it would be the start of a \$1,000,000 fund, with each city employee contributing a day's pay out of each month's salary throughout the winter.

Both the policemen and the firemen turned their money over to the Overseers of Public Welfare, the official city organization, but the Councillors stated that their total of \$110 was not worth arguing about, and so they sent it last night to the Volunteers.

Immediately afterwards the Council voted to approve Mayor Curley's recommendation providing \$2,250,000 for poor relief for the first four months of the year. Budget Commissioner Charles J. Fox explained that, in the first two

The bitter battle of personalities was provoked when President Joseph McGrath left the presiding officer's chair to introduce an order, requesting the Mayor to direct the Boston Transit Commission to reject all bids received last Wednesday and readvertise the contract.

In those bids, the Patrick McGovern Company of New York, was high by \$3,065,280, offering to build the underwater section of the tunnel for \$8,761,790, while the Silas Mason Company of New York, agreed to perform the work for \$5,696,510, the lowest bid received.

Since the bids were opened the Transit Commission has been checking up on the financial condition of the various bidders and their records of experience in tunnel work. They will report on their investigation late this afternoon and Mayor Curley will consider the matter with them at that time, he stated last night, while reserving comment on the Council blast.

In demanding rejection of the initial bids, President McGrath declared that it had been brought to his attention that representatives of the Silas Mason Company, during the past few days, had been seeking housing facilities for their workmen in East Boston. He charged that the lowest bidder would bring its entire crew from New York and would not hire a single Boston laborer on the biggest job in the city.

"Padrone" System Alleged

The firm was able to put in the lowest bid, he charged, because it intended to use the "padrone" system here by "taking its profit out of the hearts and souls of its underpaid laborers."

To avoid responsibility, he said, the company was formed as a subsidiary of a big New York firm simply for the tunnel job. He urged that the bids be rejected as it would require only three weeks to readvertise the contract and give "the jobless of this city a chance to get some of the money paid by Boston taxpayers."

In rapid succession Councillors John F. Dowd of Roxbury and Francis E. Kelly and Robert Gardiner Wilson promptly voiced sharp opposition to the Council going on record in the tunnel contract proposal, and following a bitter debate lasting more than an hour, the president's resolution was tabled for a week.

months, the overseers had distributed among the poor and unemployed \$1,100,000, as compared with only \$532,755 during the first two months of last year.

The Council cut down the Mayor's recommendation for \$35,000 to maintain the city's free employment bureau, finally agreeing to appropriate \$5000 until the director of the bureau appears before the Council for an explanation of his proposed expenditures.

AMERICAN 3/10/31

Mayor Invited to France for Tour

Mayor Curley today was invited to be the guest of the French government on a tour of the principal cities of that nation during the month of May.

The invitation was extended by H. Ainsley Highman, general agent of the French line, in behalf of the Republic of France. The invitation includes all members of the mayor's family who care to make the trip.

Thirty other American mayors will receive similar invitations.

The measure was beyond the province of the City Council, it was contended by Councillor Wilson, who added that the "padrone system could not operate here in violation of the city ordinances," and that the city was protected by a surety bond to be filed by the winning contractor. "If the bid is too low," explained Councillor Wilson, "then that would be just too bad for the surety company which would have to pay the city in the event of failure by the contractor."

The attacks of Councillors Dowd and Kelly were considered so bitter that Councillor Thomas H. Green of Charlestown recommended that they be expunged from the record.

"I won't stand for the expunging," shouted Councillor Dowd, adding, "I insist that if the bids are thrown out it means that over \$2,500,000 of the taxpayers money will be stolen."

"New York bidders were invited to come in and when the bids were opened it was found that the lowest bidder was \$2,500,000 under the gentleman who was supposed to get the job. And you know who he was," said Councillor Dowd.

"No one can question this Silas Mason Company," he said, "because it has just completed \$122,000,000 worth of tunnel work. There is no company here that has done as much in 100 years. This movement to throw out the bids is just a political scheme to steal over \$2,500,000 of the taxpayers money."

"Are you going to give it to one New York contractor or another?" he demanded. "Let me tell you that if the Mayor is on the job there will be no importation of laborers from New York; there will be no padrone system. The lowest bidder might have to bring on his engineering experts, but not his laborers."

"Besides, Colonel Sullivan of the Transit Commission has said that at the height of the work no more than 400 men will be employed. The lowest bidder will have to live up to the specifications, if the Transit Commission is on their jobs. So I am warning you that if the city councillors vote to reject the bids, they will be held responsible at election time for stealing \$2,500,000 for those operating this city," shouted Councillor Dowd taking his seat.

Says Mayor Favors McGovern

Councillor Kelly named Contractor McGovern, declaring that "the Mayor raced home unexpectedly from Florida to see that his friend, Pat McGovern, got the job."

"If the Mayor has the courage he is supposed to have," asked Councillor Kelly, "why doesn't he reject the bids himself? No, he wants the council to do the dirty work for him, and then place the responsibility on us."

"The C. and R. Construction Company," he said, referring to the third lowest bidder with a figure of \$7,623,121, "is nothing but his private errand-boy's own concern, Senator Michael J. Ward's firm."

"There is no reason why the contract cannot be let to the Silas Mason company. It has the highest rating in Bradstreet's. The Mayor can award the contract to the lowest bidder, even though it would mean a few dollars out of his pocket," said Councillor Kelly, brought to an abrupt stop by Councillor Israel Ruby of Dorchester who appealed for a point of order, and was sustained by the temporary presiding officer, John I. Fitzgerald.

HERALD 3/10/31

SAYS BUSINESS IS NOW LEAVING MASSACHUSETTS

Former Governor Cites
Removal of Mills to
Southern States

SEES PROSPERITY'S RETURN RETARDED

Borrowing to Be Reflected
In Higher Prices for
Life's Necessities

Gov. Ely will speak on taxation for 15 minutes at 7:45 o'clock to-night over station WBZ. His address will be delivered from the special microphone in his private office at the State House, and it will be the first time he has so spoken to the public since its installation more than a month ago. He is expected to answer the attack of former Gov. Fuller on his administration.

Former Governor Alvan T. Fuller leaped back into the political arena last night with a blistering attack on proposed tax increases endorsed by Gov. Ely and Mayor Curley.

He declared that already the high Massachusetts tax rate had "given the kiss of death to many of its industries, and with the added taxes which pending legislation will make necessary other Massachusetts industries will pass out of the picture just as sure as fate."

BACK FROM ELBA

Flinging down the gauntlet to his Democratic opponents, Mr. Fuller "marched back from Elba" as he promised he would at Salem almost two months ago.

Raking the Democratic leadership fore and aft, the former Governor blistered political oratory, street corner politicians, cure-alls and appeals to the emotions.

He predicted that the proposals to borrow untold sums would lead to taxation which the people would be forced to repay "in the price of the bread on their table, the carpet on their floor, and the shoes on their feet."

He asserted that the politicians were destroying the "richest heritage that any citizen of any country in the world has ever fallen heir to" in order to make up "those deficiencies in character and energy and industry which heretofore have been so essential in our American make-up."

His general attack hit out vigorously at the Legislature and the Congress, legislators and executives, but Democrats in particular. "The chickens," he said, "are coming home to roost in the form of additional taxes already."

INDUSTRIES PASSING OUT

Pre-election sympathy for the motorists' problem of compulsory insurance he declared, has been demonstrated by a proposal to increase their expenses by "eight to ten million dollars a year" in an increased gasoline tax.

With ill concealed contempt he said that dipping into the public treasuries will be as useless in benefiting a return to prosperity as Mrs. Partington's undertaking to sweep back the Atlantic ocean with her broom.

Gov. Ely's outlined expenditures for highways, in his opinion, would give the state department of public works more money than it is equipped to spend with efficiency in a well-defined program.

The Fuller blast was timed to hit the Legislature at a moment when it is engrossed with the most perplexing taxation problem the law makers have faced in recent years.

The House will have before it for consideration tomorrow the ways and means committee's recommendation for increasing the gasoline tax from two cents a gallon to three cents.

While that measure is pending the committee will withhold its report on the public buildings projects which, it is expected, will include a recommendation for increasing the state tax by \$1,500,000.

Mayor Invited to France for Month

Mayor Curley was in receipt today of an invitation extended jointly by the French Government and the French Line to be their guest in France for the month of May, in connection with the Colonial Exposition in Paris. Similar invitations have been extended to the mayors of thirty other cities in this country which were visited by the French transatlantic flyers, Coste and Bellonte. It is believed likely the mayor will accept the invitation.

The mayor received also an invitation from the French Line to make the trip from New York to Boston aboard the line's steamer France, which is scheduled to sail from this port on March 21 on a Mediterranean cruise. She will be the largest first-class liner to make such a sailing from Boston, and her departure from Commonwealth Pier is to be featured by special ceremony. While the mayor finds that he will be unable to accept the invitation for the trip around to Boston from New York, he plans to be on hand for the sailing, and probably will speak briefly on that occasion.

GET USE OF AIRPORT LAND FREE

Boston Practice H
by Senator From
Newton

Branding the practice as an "outrage," Senator Arthur W. Hollis of Newton, yesterday, before the legislative committee on municipal finance, severely criticised the city of Boston for allowing commercial air lines to use the East Boston Airport without imposing any charge for use of the land.

ON CURLEY BILL

The legislator was appearing before the committee in connection with Mayor Curley's proposal that Boston be allowed to borrow \$1,250,000 outside the debt limit to improve facilities in East Boston.

Hollis voiced his protest subsequent, he said, to learning from Park Commissioner William P. Long that one New York line pays only rental for the land on which its hangars are erected and taxes for the hangars. The speaker also said he understood that a line operating between Boston and Springfield is not charged anything for the right to land at the airport "because it has not made any money yet."

"Mr. Long told me that the Colonial line pays \$1000 a year as rental for the land," Senator Hollis declared, "but does not pay for using land to take off and to land. As to the Boston-Springfield line, Commissioner Long said it has only started and has not made any money yet."

"So you give them the facilities free in order to develop their business?" the legislator said. "If that is a good policy why shouldn't you give me or anyone else free office building because I want to develop my business. How much does the federal government pay for the use of the field?"

U. S. Pays \$1 a Year

Commissioner Long, who was present at the hearing, replied, "One dollar per year."

Senator Hollis then characterized the present practice as an "outrage." He said it resembles giving money away.

In briefly summarizing improvements which Mayor Curley contemplates making at the airport, Commissioner Long said that the city at this time intends to spend \$1,700,000 and will ultimately spend \$10,000,000. The commissioner said that Boston's airport is the best on the Atlantic seaboard. He said considerable excavating and filling will be done in the course of improving the place if the proposed legislation is enacted.

There was no direct opposition to the measure itself and the committee took the matter under advisement.

TRANSCRIPT 3/10/31

Text of Blast Against Economic 'Cure-Alls'

Scores Appropriations and Hectic Appeals to the Emotions

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Former Gov. Fuller's statement follows in full:

We have had much political oratory lately, much legislation passed for political reasons, many suggestions for curing the ills of the world by local appropriations and hectic appeals to the emotions. It is as useless for us by dipping into the treasury here and there for the benefit of this class or that to cure the world-wide financial depressions as it was for Mrs. Partington to undertake with her broom to sweep back the Atlantic ocean. I understand upon that occasion the Atlantic was aroused; Mrs. Partington's spirit was up. But I need not tell you that the contest was unequal; the Atlantic ocean beat Mrs. Partington.

The chickens are coming home to roost in the form of additional taxes already. Our Democratic administration in Massachusetts advise a 50 per cent. increase in the gasoline tax. Having expressed sympathy for the motorists during the pre-election period as it had to do with compulsory insurance, after election they display the quality of their sympathetic interest by increasing these expenses of the motorists eight to ten million dollars a year, and this brings in an amount to the highway department beyond that which they can efficiently expend in a well laid-out program. A prominent Democrat suggests a 10 per cent. increase in the income tax.

It is well for the public to realize that when legislators and Legislatures and Congress make appropriations, they do not make them from money on hand. They are appropriating the people's money and whenever they urge an appropriation for this group or that or the other, they have to borrow the money that is going to be appropriated. When this borrowing is repaid, the people will have to pay it out of their own pockets and it is going to be represented in the price of the bread on their table, the carpet on their floor and the shoes on their feet.

In the soldiers' bonus one might almost say that the young men from 30 to 40 are to be paid a billion dollars by the workers from 50 to 60. That is legislation for a particular group. Of course, this soldiers' insurance, which has recently been enlarged upon for the benefit of these young men who fought in the war, was originally intended to provide for them 20 years or so after the war was over, assuming that any failure they might make in industry was due to the fact that they enlisted in the service, whether they went over on the other side or not.

Now the original intent of the bill is lost sight of and the advance is going to be made right here and now, and of course the millions that are given them now won't be given them later, so that if the legislation that provided for them 20 years hence was wise, then it is a mistake to spend the money now. However, I am inclined to believe that the real objective aimed at by the politicians catering to the soldiers vote is to pay out all this money that was originally appropriated not only to take care of the soldiers but to avoid the vicious abuses of the civil war pension system. However, if the present provisions of the soldiers' bonus can be exploited and used up, then they can start on the big parade to provide the millions of men in the service with the same opportunities for dipping into the public treasury that the civil war veterans had together with their dependents.

I believe the American people are unanimous in their desire to treat generously and liberally, beyond the question of a doubt, those who were injured in the service of their country in any way and in giving them the benefit of every doubt, but this idea of giving money away by the billion to certain well organized groups is a great mistake.

Someone suggested the other day that we deepen the Cape Cod canal to help unemployment. How many unemployed are there who would be helped out by such an undertaking?

Meanwhile we are falling heir to a few things which provide for the expenditure of money just as effectively as the present administration here in Massachusetts could hope to do by advocating a bond issue. We have got this great metropolitan water supply which is going to cost forty or fifty millions or more. The court has just adjudicated this question so that Massachusetts can go ahead.

Why doesn't that provide opportunity for some of the expenditures we are told are essential at this time, or are the politicians looking for some special appropriation that they can make? Are not these politicians advocating those things which they think will appeal to those who want something for nothing, who want something out of the public treasury, who think that out of the government treasury can be made up all those deficiencies of character and energy and industry which heretofore have been so essential in our American make-up? Are they not trying to accomplish individual triumphs which they feel will appeal to the gang on the street corner at election time rather than that which is going to conserve to Americans the opportunity for working and saving and enjoying which has been heretofore the richest heritage that any citizen of any country in the world has ever fallen heir to?

I have no hesitancy in prophesying that long after we have passed through the difficulties of our present depression, we will be halted in our upward climb to prosperity by the taxes and debts we will have to pay because of ill-advised and

emotional legislation that has been and is being passed by the federal Congress and the state Legislatures.

Here in Massachusetts we have thrown every protection around the workers in industry. The women and children are safeguarded in our factories. No one would have it otherwise. Hours of labor are limited. Wages are higher than anywhere else in the country. Our state institutions, our roads, our schools, all those things which the state provides to the individual are his, in unstinted measure. But we cannot pay the highest wages with fewest hours and give our citizens all the advantages in addition and expect our industries to meet competition and pay tremendous taxes.

They cannot meet competition as it is. Read the auction sales, the bankruptcy sales, the closing out sales in the Boston Sunday papers if you want to see what is happening to Massachusetts industry. Factory after factory being closed down, standing idle, machinery being sold at auction, hundreds of mill stocks selling at lower valuation than the quick cash assets. These manufacturers have found it impossible to meet the competition of states where they have longer hours and lower wages and less advantages in schools and libraries and roads, etc., paid for out of taxes.

Massachusetts's high tax rate has already given the "kiss of death" to many of its industries and with the added taxes which pending legislation will make necessary, other Massachusetts industries will pass out of the picture just as sure as fate. This consummation is just as certain as were the words "You have been tried in the balance and found wanting,"—written on the walls at Belshazzar's feast.

Tunnel Bids Stir Council to Bitterness

Efforts to Advise Mayor to Readvertise Fail for the Time Being

Much of the random gossip heard since the bids for the East Boston tunnel construction were opened last week came into the open in City Council debate yesterday afternoon when President Joseph McGrath, close friend of the mayor, took the floor to introduce an order requesting the mayor to direct the Boston Transit Commission to reject the bids and readvertise.

Notwithstanding the fact that the Transit Department has never rejected the lowest bidder on an important job, there was strong feeling at the first that the bids would be subject to more than usual discussion at City Hall before the contract was awarded. The City Council heard yesterday from one of its members the charge that Mayor Curley wants to give the contract to Patrick McGovern, New York millionaire contractor, who built the most difficult section of the Dorchester rapid transit extension, although McGovern's bid for the East Boston tunnel project is \$3,065,280 higher than that of the Silas Mason Company of New York.

In demanding rejection of the initial bids, President McGrath declared that it had been brought to his attention that representatives of the Silas Mason Company, during the past few days, had been seeking housing facilities for their workmen in East Boston. He charged that the lowest bidder would bring its entire crew from New York and would not hire a single Boston laborer on the biggest job in the city.

The firm was able to put in the lowest bid, he charged, because it intended to use the "padrone" system here by "taking its profit out of the hearts and souls of its underpaid laborers."

To avoid responsibility, he said, the company was formed as a subsidiary of a big New York firm simply for the tunnel job. He urged that the bids be rejected as it would require only three weeks to readvertise the contract and give "the jobless of this city a chance to get some of the money paid by Boston taxpayers."

Councillors John F. Dowd of Roxbury and Francis E. Kelly and Robert Gardner Wilson promptly voiced sharp opposition to the council going on record in the tunnel contract proposal, and following a bitter debate lasting more than an hour, the president's resolution was tabled for a week.

Councillor Wilson, who contended that the measure was beyond the province of the city council, added that the "padrone" system could not operate here in violation of the city ordinances, and that the city was protected by a surety bond to be filed by the winning contractor. "If the bid is too low," explained Councillor Wilson, "then that would be just too bad for the surety company which would have to pay the city in the event of failure by the contractor."

The attacks of Councillors Dowd and Kelly were considered so bitter that Councillor Thomas H. Green of Charlestown recommended that they be expunged from the record.

"I won't stand for the expunging," shouted Councillor Dowd, adding, "I insist that if the bids are thrown out, it means that over \$2,500,000 of the taxpayers' money will be stolen."

"New York bidders were invited to come in and when the bids were opened it was found that the lowest bidder was \$2,500,000 under the gentleman who was supposed to get the job. And you know who he was," said Councillor Dowd.

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"If the mayor has the courage he is supposed to have," asked Councillor Kelly, "why doesn't he reject the bids himself? No, he wants the Council to do the dirty work for him, and then place the responsibility on us."

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"There is no reason why the contract cannot be let to the Silas Mason Company. It has the highest rating in Bradstreet's."

Votes More Money for Public Welfare

Upon representation that the maximum statutory expenditure pending adoption of the regular appropriation budget will be insufficient to meet demands, the City Council authorized an appropriation of \$2,250,000 for the Welfare Department, at yesterday's session.

The cost of sustaining the Welfare Department for the year is tentatively estimated at about \$6,000,000, or about 50 per cent in excess of last year's actual maintenance cost.

The Council balked about appropriating \$35,000 for the maintenance of the Municipal Employment Bureau, but approved a transfer of \$5000 from the reserve fund pending the appearance of Director John J. Shields, before the executive committee, next Monday, to explain the need of an appropriation \$10,000 larger than has annually been approved.

An order of Mayor Curley appropriating \$14,000 for the purchase of radio-telephone photographs of Boston soldiers and sailors who died during the World War was referred to the committee on appropriations. The mayor informed the Council that he is not convinced that the best method of commemorating the war service of Boston's heroic dead is by the hanging of their photographs in schoolhouses and other public buildings, but no better suggestion, in his judgment, has yet been advanced.

Few Respond to the Mayor's Invitation

Only 35 Attend Conference on Plan for 10 Per Cent In- come Tax Increase

Only thirty-five mayors and chairmen of the boards of selectmen of the cities and towns of the Commonwealth responded to Mayor Curley's invitation to meet him in conference at City Hall this afternoon on the proposal for a 10 per cent increase in the income tax to meet the burden imposed upon the Public Welfare Departments by reason of unemployment. The mayor had expected at least 125 persons to be present and provision had been made for seating that number.

The mayor stood in the center of the room, having on his left Corporation Counsel Samuel Silverman and on his right City Auditor Rupert F. Carven. He made a brief address setting forth his arguments for the imposition of the additional income tax stating that the unemployment situation had made apparent a general increase in tax rates throughout the Commonwealth which in his opinion should be prevented as far as possible because of the additional burden on real estate. He called that taxation at present unfair and said there was no question but that real estate interests were much worried because of the extraordinary expenditures of the past year.

In Boston, the mayor said, he had been obliged to prune his appropriation order to the limit, excluding all increases in salaries except the step increases for the firemen and policemen, and the City Council yesterday afternoon had approved an order for \$2,500,000 for the welfare department which would make the total expenditure for relief more than \$6,000,000 this year.

At the conclusion of his address he asked for opinions from those present as to their position on the movement he had inaugurated.

The first snag that the mayor's plan encountered was that furnished by Mayor John J. Bates of Salem, president of the Mayors' Club of Massachusetts. Mr. Bates presented figures from a number of the cities showing increases for public welfare ranging from 25 to more than 100 per cent for last year over previous years and argued that something substantial must be done to increase municipal revenues, but he admitted that at the present time he could not accept without further study the mayor's program.

He had not had time to study it but he thought that even today a delegation of the mayors might meet and consider it in detail and perhaps arrive at a conclusion. Anyway, no harm would be done if the matter were held in abeyance until proper time was had for study.

Mayor O'Neil of Everett expressed similar sentiments.

TRAVELER 3/10/31

Airport

MANY aviation companies are operating at a loss. They continue in business because their executives know that the day will come when more persons will take to the air and these operators wish to be ready to meet the demand.

Meanwhile cities and towns throughout the United States are doing everything reasonable to furnish airport facilities and encourage the establishment of air lines. Boston has not been backward in this work and, in fact, has done so well that our flying field has been praised by airmen the country over. This condition is due largely to Mayor Curley, former Mayor Nichols, Chairman William P. Long of the board of park commissioners and Capt. Albert E. Edson, superintendent in charge of the airport.

Now comes Senator Arthur W. Hollis of Newton, who says it is "outrageous" for the city of Boston to permit planes to land and take off without fixing a charge. Does the senator realize that the alternative might be that to fix any such charge would be to drive business away from the city? Does he not know that big planes, made in Detroit, are flown to Boston and here crated for foreign shipment, thus increasing our port business? Does he know that we must have a flying field just as we must have good roads, that business men use planes and that private owners come to Boston and spend money, attracted here by a good airfield? Does he know that transatlantic lines have used and will continue to use our port as one link in a ship-to-shore mail and passenger service? All this brings dollars to Boston.

We have every confidence that Chairman Long of the park board knows exactly what is best for Boston in the matter of airport policy.

AMERICAN 3/10/31

FREE AIRPORT ATTACKED

Branding the practice as an "outrage," Senator Arthur W. Hollis of Newton, before the legislative committee on municipal finance, criticised the city of Boston for allowing commercial air lines to use the airport free of charge.

The legislator was appearing before the committee in connection with Mayor Curley's proposal that Boston be allowed to borrow \$1,250,000 outside the debt limit to improve facilities in East Boston.

Hollis voiced his protest subsequent, he said, to learning from Park Commissioner William P. Long that one New York line pays only rental for the land on which its hangars are erected and taxes for the hangars. The speaker also said he understood that a line operating between Boston and Springfield is not charged anything for the right to land at the airport "because it has not made any money yet."

There was no direct opposition to the measure itself and the committee took the matter under advisement.

TRAVELER 3/10/31

CURLEY DISCUSSES INCOME TAX HOIST

Mayor Curley this afternoon discussed his proposal for a 10 per cent. increase in state income tax with 60 mayors of cities and selectmen of towns, in the city council chamber of City Hall. He declared that not much additional tax can be expected from real estate this year.

He referred to former Gov. Fuller's attack on the plan and to adverse editorial comment, and said that no solution had been offered. He stressed the importance of meeting demands of public welfare by obtaining revenue from other than the regular sources in order to return \$5,000,000 to municipalities of the state.

Mayor Bates of Salem, president of the Mayors' Club of Massachusetts presented records from 14 cities of expenses for outdoor relief for 1929 and 1930 and for the first two months of 1931, showing the expenses will amount to 25 to 150 per cent. more this year than for 1930.

GLOBE 3/10/31

FRENCH INVITE MAYOR ON TRIP

Curley Would Be Guest for Month of May

Mayor James M. Curley is considering an invitation of the French Government for the month of May. He is invited to travel by the French Line and be the guest of the French Government for the month. It is not known just what the plans of the French Government are or the special significance of the invitation.

The Mayor, at his office in City Hall, today said that he understood that about 30 other Mayors of American cities also are invited. The cities, it is said, include those visited by Coste and Bellonte, French flyers, after their successful westward passage of the North Atlantic.

H. Ainsley Highman, general agent, Compagnie Generale Transatlantique, who was accompanied by Frank Davis of the Board of Port Authority, visited Mayor Curley today. The steamship France of the French Line will arrive in Boston on March 21 from New York for a sailing to France. The ship is the largest first class liner, except the Leviathan, ever to sail from the port of Boston.

The Mayor was invited to board the boat in New York and make the sailing to Boston. It is doubtful if he will be able to make the trip, but will meet the ship on its arrival in Boston. According to the Mayor, the sailing of the steamship France from the port of Boston justifies the belief that regular sailings may be followed by this line from the port.

TRANSCRIPT 3/10/31

Boston Assessors Bill Passed by Legislature

Both branches of the Legislature yesterday passed Mayor Curley's bill to place twenty-three second assistant assessors under State civil service without examination, and the measure goes to Governor Ely for approval. In the House, the bill was passed by acclamation and in the Senate only Senators Joseph Finnegan and Henry Parkman, Jr., were recorded as opposed in a rising vote.

the governor and the ways and means endorsement of the project would prevail.

The anti-tax sentiment stirred up over the week-end was incited principally by the Curley income tax suggestion, which has since fallen by the wayside. Most of the members returned on Monday with the protests of their constituents still ringing in their ears and determined to oppose any and all measures designed to place a further tax burden upon them. Withdrawal of the Curley plan, the approval of ways and means and the favorable comment expressed in many quarters today on the governor's radio speech probably will combine to sustain the gas tax proposal.

Governor Ely, at his noon conference with newspaper reporters today, said he had received many messages by wire and telephone, both last night and during the morning, commenting on the radio address. He added that most of them were of a laudatory tone.

Representative Frank Rafter of Salem, a Democratic member of the House rules committee, has given notice that he will move this afternoon to amend the bill in order to restore to it the governor's original plan for ten-year bonds totalling \$11,500,000.

owner and owner of business property. He charged the former Governor with protesting against the gasoline tax because of the direct effect it would have on the Fuller interests.

He disclaimed responsibility for existing conditions. He said that a policy of economy had been repudiated at the election. In his huge program of public works for relief of the unemployed, he is only carrying out the wishes of the President, he added.

TWOFOLD PROBLEM

He said the problem was twofold—to create employment and to pay for the direct relief of the unemployed.

In outlining his program, he said it was his intention to defer the burden of payment for his proposed projects until times of more prosperity could simplify the task.

Although he had twice over the week-end indorsed Mayor Curley's plan for a 10 per cent. addition to 1930 state income tax bills, the Governor did not mention this at all last night. This was considered highly significant and as indicating that the Governor has now dropped the idea in view of the protest against it. The Governor may also have been influenced by the failure of a tax conference of city and town officials, called by Mayor Curley, to approve it.

His description of the change in American life made by the advancement of "that inanimate conception, the motor car" was unique. No more severe arraignment of this means of transportation ever has been uttered by a public official.

"It has destroyed millions of dollars invested in street railways. It has caused more deaths in America than the world war. It has increased banditry. It has furnished the most potent argument in favor of the 18th amendment. It is responsible for at least 50 per cent. of the costs of our courts."

TRANSCRIPT 3/11/31

A Cyclone of Doubt

Nine weeks the new governor has dwelt in office and the honeymoon of his term has shone bright. Talk of large extra expenditures has echoed through the State House unceasingly. Ruby-rimmed dreams of achievement have floated through each committee-room. Once put the Massachusetts Department of Public Works into quick-step—orators have argued in all but literal terms—and the economic difficulties of State, nation and world will pass away. Construct fifteen miles of new highway between Newton and Framingham this year, instead of the five miles that had been planned, and all Wall Street will forthwith resound, one might suppose, with cheers of bullish joy. On no account has any champion of the governor's program consented to say precisely how many extra jobs the extra work would create. Throughout nine

weeks past, great expectations have swamped all exact calculations.

But now a reckoning hour has struck. Suddenly, while the Legislature was talking of large extra expenditures to provide a doubtful extra number of jobs in the future, the cities and towns of the Commonwealth have begun to sum up their bills for great and necessary expenditures already made, and which still must be made, for direct unemployment relief. This is a real, an exactly calculable charge upon the State. Through the cities and towns it goes dollar for dollar straight to the people who need it—for shelter, for food, and for fuel to those who require it to keep themselves and their children from starving. It is work that must go on. What Governor Ely was talking about, in his otherwise strong speech of last night, when he tried to make it appear that any in this Commonwealth oppose now or have ever opposed such relief-work we cannot imagine. No human voice has ever been raised in that sense, least of all by any such man as former Governor Allen whose record of service to the poor, the sick and the maimed of this State exceeds that of any official who ever occupied the governor's chair.

And now when we begin to realize what it must cost to continue such vital work of direct relief in the present year, no wonder "a cyclone of doubt" has swept the State, as Alexander Whiteside says today, as to how far the people of Massachusetts wish to go with the extra expenditures proposed by Governor Ely. On every hand, proposals of new and freshly burdensome taxation have cropped forth. Grant of Mayor Curley's 10 per cent increase in the State income tax is at this time unthinkable. If there is to be an increase in the gasoline tax, let the extra cent go wholly for relieving the cities and towns from their State highway charges and other related assessments, so that these funds may be available to them for direct relief work. And let there be a new and drastic restraint upon extra expenditures over and above our already high existing State budget, for projects of doubtful, largely mythical ability to fulfil existing economic needs.

HERALD 3/11/31

LET GOOD YEARS BEAR TAX RAISE, HIS ARGUMENT

He Declares Voters Repudiated Strict Economy Policy

EMPHASIZES STAND
AS TO GASOLINE

Insists on Low Realty Rates
In Interest of Home
Owners

Full text of Gov. Ely's
radio address on Page 3

Gov. Ely sat at the microphone in his private office in the State House last night and calmly replied, point by point, to the attack directed at his administration by former Gov. Fuller in yesterday's Herald.

He declared that a one-cent increase in the gasoline tax for a period of 10 years would finance his highway projects without adding to the burdens now carried by real estate. To enact no new legislation would be to throw 75 per cent. of the burden on the home

INCOME RAISE OFF

Curley Drops Demand for 10 P. C.

Boost When Mayors and Selectmen of Bay State Towns, Sitting With Him, Vote for 3-Cent Gasolene Tax for Next Four Years, Provided Half of Receipts Turned Back

Mayor Curley relinquished his demand for a 10 per cent increase in the State income tax late yesterday when the Mayors and Selectmen of Massachusetts cities and towns, sitting in public conference with him at City Hall, unanimously voted in favor of a three-cent gasolene tax for the next four years, provided half the receipts are returned to their home communities.

On the basis of past returns, this plan would provide the local communities with about \$7,000,000 a year for the construction and repair of their streets and highways, a burden which is now levied on real estate through municipal taxation.

Adoption of the plan would enable the cities and towns to use the money which they usually appropriate for streets in the future to provide poor and unemployment relief and old age pensions, Mayor Curley explained, indicating that the additional tribute from the income tax payers would not be necessary.

State, Cities to Divide Receipts

Yet the endorsement of the proposed 10 per cent increase in the income taxes was all but unanimous, only a few of the Mayors and Selectmen present asking for further time to consider the details of the measure. But further discussion of the proposal vanished in view of the solid approval of the gasolene tax measures.

The Mayors and Selectmen agreed to urge their home Senators and Representatives to support the two gasolene tax measures which have been advanced by Governor Ely and Mayor Curley.

The Mayor's measure seeks the division of the present two-cent gasolene tax receipts into two equal parts, half to go to the State for State highways and the other half to go to the cities and towns for local streets and traffic arteries.

The Governor's bill, as explained by the Mayor would increase the gasolene tax to three cents a gallon for the next four years, with half of the extra cent going to the cities and towns.

Attack Fuller's Statement

Former Governor Fuller's reported protest that high State taxes were giving the "kiss of death" to industries here provoked criticism from the attending Mayors.

Of the 75 Mayors and Selectmen who attended the conference or sent representatives, only one went on record as opposed to the income tax boost. Mayor Weeks of Newton sent Henry W. Vall to say that he was opposed to the increase in view of the fact that Newton was caring for its poor and unemployed with the aid of private contributions.

Mayor Bates of Salem, as president of the Mayors' Club of Massachusetts, strongly favored the gasolene tax increase, and asked for a few days to study the details of the income tax boost, but as the latter project was later dropped at the session, no vote was taken on it.

In appealing for distribution of part of the gasolene tax receipts among the cities and towns, Mayor Curley declared that real estate has been bear-

ing the burden of 70 per cent of the cost of government, and could be expected to break under the strain of providing additional millions for the poor and unemployed.

\$6,000,000 for Poor Relief Here

At the present rate, he said, Boston will need \$6,000,000 this year for the poor relief, representing an increase of 100 per cent over the expenditures of last year in the Public Welfare Department.

President Bates of the Mayors' club presented official figures to show that practically all the other cities in the State were faced with the same demand, with the requirements for public welfare jumping from 25 to 100 per cent in each case.

Under the existing gasolene law, the State Department of Public Works gets more money than it can spend in a year, Mayor Curley protested, contending that half of it should be contributed among the cities and towns for local street work.

Ely for Gas Tax and Bonds; Hits Fuller on Air

Governor's Radio Speech Is Defense of Plan Set Forth in Budget

Defends Real Estate

Should Not Force Repayment of Borrowed Capital Until Business Is Good

Replying to criticisms by Former Governor Alvan T. Fuller, yesterday, Governor Joseph B. Ely went on the radio last night and argued anew for the passage of legislation providing for a \$20,000,000 bond issue for emergency public works and highway construction. Speaking over WBZ through the microphone recently installed by the radio station on his desk in the executive chamber at the State House, Mr. Ely disclaimed any responsibility for existing economic conditions and declared that the established policy of economy in administration had been repudiated in the last election.

It was Governor Ely's contention that expenditures such as he recommends are urgently needed, but that it would be unwise to make such financial arrangements for the repayment of the cost of the work that the burden would fall upon the people in the immediate future. A much better way, in his opinion, is to defer the major part of the burden until a return of prosperity in the business world shall make repayment easier.

In advancing the reasons for a one-cent gasolene tax increase, Mr. Ely, although conceding the benefits to humanity brought about by the creation of the motor vehicle, enumerated a long list of its liabilities and intimated that the opposition of former Governor Fuller was engendered by selfish interests, due to his connection with the automobile business.

He made it clear that he wished to lift the burden of taxation from real estate as much as possible.

The governor, in referring to Mr. Fuller, said that it was "perhaps unfortunate" for him, that his program had aroused the ire of "a former governor of Massachusetts, whose whole fortune was built up out of the automotive industry, and thereby created an antagonism to this program of a very powerful influence."

"Most Expensive Luxury"

Mr. Ely went on to say that the automobile was one of the most expensive luxuries ever created, forcing the Government to tremendous expenditures not only in construction, but maintenance.

"It has caused more deaths in America than the World War," he said. "It has increased banditry. It has increased the cost of police protection. It has furnished the most potent argument in favor of the Eighteenth Amendment. It is responsible for at least 50 per cent of the cost of our courts. It has made it necessary for the State to control the operations of at least two of our great rapid transit systems. It has compelled the installation of expensive traffic devices. It has furnished a means of active competition with the millions invested in New England railroads, and a competition which is made possible by the expenditure of the State's money in furnishing these vehicular competitors a suitable road bed. That is a part of the price we have paid for the automobile."

The governor said that the gasoline tax which he proposed was the most equitable form of tax that could be devised for the purpose. "If you do not ride," he said, "you do not pay." A one-cent additional tax on a gallon of gasoline, he declared, represented an increase in the cost of individual transportation of one-twentieth of a cent a mile. He then pointed out that if it were possible to increase the gas tax by one-quarter of a cent a gallon, representing an additional burden to the man who drives a car of about one 100th of a cent a mile, enough revenue would be received to completely wipe out the \$10,000,000 borrowed for highway construction in ten years.

No Mention of Curley Plan

Governor Ely made no mention of the proposal by Mayor James M. Curley that the income tax be increased ten per cent to assist cities and towns with emergency public welfare work. The mayor dropped the idea following his conference with Massachusetts mayors and selectmen yesterday, which was not nearly as well attended as anticipated, and it is highly probable that nothing further will be heard of the proposition, although Mr. Ely said last Friday that it was the best plan that had been suggested to him of its kind.

The chief executive took a parting shot at Mr. Fuller just before leaving the microphone, saying, "My time is too brief to cloak these remarks with Biblical or literary references. Some reference has been made to the 'Kiss of Death.' It would appear to me that that kiss has been bestowed upon the fair lips of Massachusetts industry some time since—that its lingering caress was probably soothingly felt while the cultured gentleman of Beacon street was governor of Massachusetts."

Sentiment for Gas Tax

Although there was much speculation as to the lineup in the House on the bill providing for an additional cent in the gasolene tax, when the matter comes up for a third reading at this afternoon's session, a canvass of leading members of both parties indicated that the

CURLEY FAVORS SALE OF B. & M.

Wants to Welcome Van
Sweringens as "Part of
New England Family"

WOULD END PENN'S "STRANGLE HOLD"

Mayor Curley is unreservedly in favor of the purchase of the Boston & Maine railroad by the Van Sweringen group, which is ambitious to acquire a seaport terminal in Boston.

He declared himself yesterday in a radio address, which was featured by reference to the necessity of terminating the "strangle hold" held by the Pennsylvania railroad on the Boston & Maine and New Haven roads.

"Threatened as we are by Pennsylvania domination," said the mayor, "it is clear to me that we in New England should not only welcome the Van Sweringens to become a part of the New England family, but we should lend our support to and place our best effort behind the plan which they have in a fine open-handed manner proposed as a constructive solution of this great and important railway problem."

FAVORS KEEN COMPETITION

The mayor definitely allied himself with Boston interests who are working in co-operation with commercial organizations of Providence to further the campaign of the Van Sweringens for the acquisition of a New England road which will assure a seaport terminal.

He failed, however, to indicate the method that can be successfully pursued by the Van Sweringens to compel the Pennsylvania to dispose of its stock holdings in the Boston & Maine, and refrained from sponsoring a definite proposal for the consummation of the merger which he believes to be most desirable.

New England, in the mayor's judgment, is in need of an aggressive, evenly-balanced competition by a number of strong railway systems. It needs the closest economic contact with the great interior of the United States "from which raw materials are obtained and in which there must be the market for the major part of our manufactured goods; closer and more intimate contact with world markets from which we obtain raw material and in which, in increasing degree in the future, we must look for a market for New England-made products; and "to have in New England, railways strong financially with great resources of credit" that they may keep abreast of the progress in transportation.

THE MAYOR'S SOLUTION

"After careful and intensive study of this question," the mayor declared, "it is my well considered conclusion that there is but one way by which New England can secure to the full the foregoing objectives and that is to bring directly into New England and to the port of Boston, each one of the great trunk line systems, which, if proposed merger plans are effected and approved, will serve the great industrial East, a territory extending from Chicago on the

west, north of the Mason-Dixon line, clear to the Atlantic seaboard. These great eastern systems are the New York Central, the Pennsylvania, the Chesapeake & Ohio-Nickel Plate and the Baltimore & Ohio."

Such a plan would give the Pennsylvania and Baltimore & Ohio joint operation of the New Haven, would continue the union of the Boston & Albany and the New York Central and would give the Van Sweringens the Boston & Maine.

The mayor voiced regret that he could not add his support to the sentiment for an all-New England railway. On the consolidation of the New Haven and Boston & Maine, he set forth the fact that it would mean control or domination by the Pennsylvania, already holding a working control of the New Haven and strong stock ownership in the Boston & Maine.

ORDERS TUNNEL BID ACCEPTED

Curley Instructs Transit
Commission—Work to
Start Soon

LABORERS HERE TO GET PREFERENCE

Mayor Curley yesterday called an abrupt halt to any political manoeuvring over the East Boston tunnel construction contract by directing the transit commission to accept the bid of Silas Mason Company, Inc., of New York, a subsidiary of the Mason-Hangar Company.

Work will start at once, with preference given to Boston labor.

The proposal of the Mason firm to build the tunnel from Decatur and Liverpool streets, East Boston, to North square, North end, for \$5,696,510 was the lowest of five bids submitted to the commission. This was more than \$3,000,000 lower than the bid of Patrick McGovern, Inc., of New York, in whose behalf a short but subtle political play was executed at the city council meeting Monday.

ORDERS ACCEPTANCE

That there was no serious intention among city officials to attempt to give preference to McGovern, a former Bostonian, who has maintained intimate personal and political relationships with prominent Boston Democrats for years, was intimated yesterday noon, when it became known that the bid of the Mason company would be accepted at a conference between the mayor and the transit commission late in the afternoon.

At its conclusion the mayor announced that an investigation of the reliability,

experience and financial responsibility of the Mason company and the affiliated parent concern and inquiry about the various projects which have been handled by the Mason-Hangar company had produced no information inconsistent with the recognition of the low bid.

The mayor added that he had instructed the commission to accept the bid, to execute the formal contract with the Mason company and to take steps to insure the starting of work without further delay.

Because of the attacks on the Mason company, Sam A. Mason, its president, hurried to Boston yesterday and, before learning of the acceptance of the firm's bid, issued this statement:

The statements made yesterday by some of the members of the city council, as reported in the newspapers, regarding the Silas Mason company, the low bidder for the construction of a tunnel under the supervision of the transit commission, are so erroneous that it seems necessary to state the facts.

The Silas Mason Company, the Mason-Hangar Company and its affiliates and predecessors have been in existence over 100 years and have been carrying on large construction work, principally tunnels, continuously during that period. These two concerns have completed contracts and have others nearing completion in New York city of upward of \$50,000,000 in connection with the new subway system; two of these contracts are tunnels under the East river and were considered most difficult and complicated engineering feats.

BOSTON LABOR

In addition to the difficulty of driving the tubes under the river, the approaches were under narrow city streets, which necessitated the shoring up of many large office and mercantile buildings and keeping the street traffic uninterrupted. This work was carried out far in advance of the schedule time and to the complete satisfaction of the transit commission.

As to our financial strength and our engineering and construction skill, I am sure that Commissioner John J. Delaney, chairman of the New York transit commission, will satisfy all inquirers.

If this Boston tunnel contract is awarded to us, we will live up to the specifications in every particular and meet every requirement that is imposed on us by the transit commission. It is our intention to give preference to citizens of Boston in hiring labor for the job. We have deposited with the transit commission our check of \$300,000 as an evidence of faith, and we stand ready on an hour's notice to submit a surety bond in the amount of \$3,650,000 guaranteeing the faithful performance of the contract.

We are ready and willing to undertake the job at the figures submitted and are confident that we can complete it within the time prescribed.

cont

HERALD

3/11/31

many of our ablest men for an improvement in these conditions. Brains, time, energy and money have been lavishly and effectively expended on a solution of these problems, and it is gratifying to note that substantial progress has been made. The entire commonwealth owes a debt of gratitude to those who have worked on our railroad problems. Our textiles are showing distinct signs of improvement, and shoes and leather, while still bad, are in better shape to take advantage of any business recovery. Great credit is due to the entire community for this improvement. Intelligence, industry and good sense have been shown by both capital and labor, by chambers of commerce, trade organizations and similar bodies, and in many respects by the public authorities.

After this struggle to rehabilitate the industries in Massachusetts had been going on for six or seven years we, with the rest of the world, were overwhelmed by the most severe industrial depression this country, at least, has known for 35 years. Luckily the efforts we have been obliged to make here, and the economies we have been obliged to practise, have placed us in a better position to meet the storms of bad times than many other sections in the United States, and it is a fact that the hard times of the last two years have not been felt as severely in Massachusetts as in many other sections. They have, however, checked our return to prosperity and the solution of our problems is by no means reached.

OBLIVIOUS TO ECONOMY

When I qualified by the phrase "in many respects" the credit due the public authorities I used that phrase advisedly, because, while much intelligence and good sense has been applied by public authorities to our difficulties, many of them have been oblivious to a very essential remedy that might and should have been applied. I refer to economy in governmental expenditures, particularly those of many of our municipalities.

We are a thickly settled and long established commonwealth. We have been accustomed on the whole to prosperity and to the good things which prosperity brings. Our standards of living have been high and our comforts great. It is natural that our inhabitants should desire complete and satisfactory municipal facilities and conditions. It naturally follows that our municipal executives should desire to give people who have honored them by their ballots the things those people desire. The bread-winner of the household often has to struggle with the desires of his wife and children for the comforts and luxuries of life. The prudent bread-winner often has real distress of mind and heart and has to deny many things to those he loves best, simply because he cannot afford to give them. If the mayor of a city was obliged to earn the bread of the city he probably would do likewise.

Unfortunately he has sources of revenue which are denied to the common householder. The public purse can be replenished by taxation, and it is a sad fact that the majority of our people believe that some one other than themselves pays taxes and that the ability of the large tax payer is inexhaustible. It would be a splendid thing for the community if every man, woman and child would realize that every time a roof and a bed is provided for them, every time they

eat a morsel of food, every time they buy a pair of shoes or a garment, and, in short, practically every time they draw a breath, they pay taxes. Only a few men and women, and probably no children, realize this, and, worst of all, many of our public servants are not aware of it.

RUINOUS PROCESS

Therefore the ruinous process of public expenditure is going on. I have not space to go into detailed figures, but to indicate what has happened let me state that the net burden of government of the commonwealth (including state, counties, districts and municipalities) has increased from \$173,942,573 in 1919, to \$299,464,117 in 1928, and most of the increase has been in the municipalities.

During those 10 years if state, counties and municipalities had kept their expenditures down as our industries have been obliged to keep their expenditures down, we should be in far better shape today than we are.

We have seen what has happened in Fall River. Many people think that can be attributed entirely to the failure of a single industry. There is, however, more to it than that, and I venture the prediction that if some of our other municipalities do not start now on a policy of rigid economy, of radical reduction in expenditure, and in a cessation of the policy of over-assessment, they will be within a few years in the same condition as Fall River.

In spite of this what have we heard during the present legislative session? Practically nothing but talk about increased expenditure. Increased expenditure no doubt for purposes inspired by a worthy motive, but increased expenditure that will inevitably result in increased taxation and tax rates. It has repeatedly been pointed out by competent authorities that it is, to say the least, doubtful whether a vast program of construction of highways and public buildings will really go far to relieve unemployment, or will not retard rather than accelerate our return to prosperity. Such a program has to be paid for. Old age pensions authorized by the Legislature of 1930 have to be paid for. Yet the Legislature of 1930 provided no means of paying for old age pensions, and the Legislature of 1931 is in the middle of a cyclone of doubt as to how to pay for the construction program or the old age pensions. The House ways and means committee, which has authorized an expensive building for the public works department, suggests an increase in the tax on gasoline as a method of payment. In doing this they provide some relief to the municipalities but not enough, certainly in the case of the city of Boston, and probably in the case of other cities, to anything like compensate for the money which these cities are paying out this year for poor relief far in excess of what is normal.

CURLEY'S OMISSION

Naturally Mayor Curley of Boston takes exception to this and demands, either by an increase in income taxes or by a more liberal distribution of the gasoline tax, greater relief than was suggested by the House ways and means committee. But has Mayor Curley said anything about applying any remedy which he has in his own hands? Has he uttered one word

about a radical reduction in Boston's expenditures for the year 1931, or about any need for economy on the part of municipal Boston? If so, it has escaped my attention, and while I have great sympathy with his point of view in regard to a more liberal distribution of the gasoline tax, or some other form of relief for Boston's burdens, and the burdens of other municipalities, I wish he would give his attention to what can be done in his own household.

In conclusion I wish to express the emphatic opinion that neither our real estate nor our industries can stand any greater burden than they bear at present. In fact, unless the burden is lessened we shall be involved in greater disaster than anything we have yet experienced.

Post 3/11/31 FAVORS VAN SWERINGEN'S

Curley Would Have System Buy B. & M. Road

Purchase of the Boston & Maine Railroad by the Van Sweringen system is the only practical solution of the railroad problem and the revival of industry in New England, Mayor Curley declared late yesterday in a radio address from his office at City Hall through WNAC.

The entrance of the Van Sweringen interests here, he explained, would break what he called "the stranglehold of the Pennsylvania Railroad on the Boston & Maine and on the New Haven, and bring about the best service and the lowest rates through competition among the four great trunk lines, the New York Central, the Pennsylvania, the Chesapeake & Ohio and the Baltimore & Ohio systems.

This competition, the Mayor contended, would break down the wall which isolates New England and make Boston a chief port on the rail-ocean artery of the world.

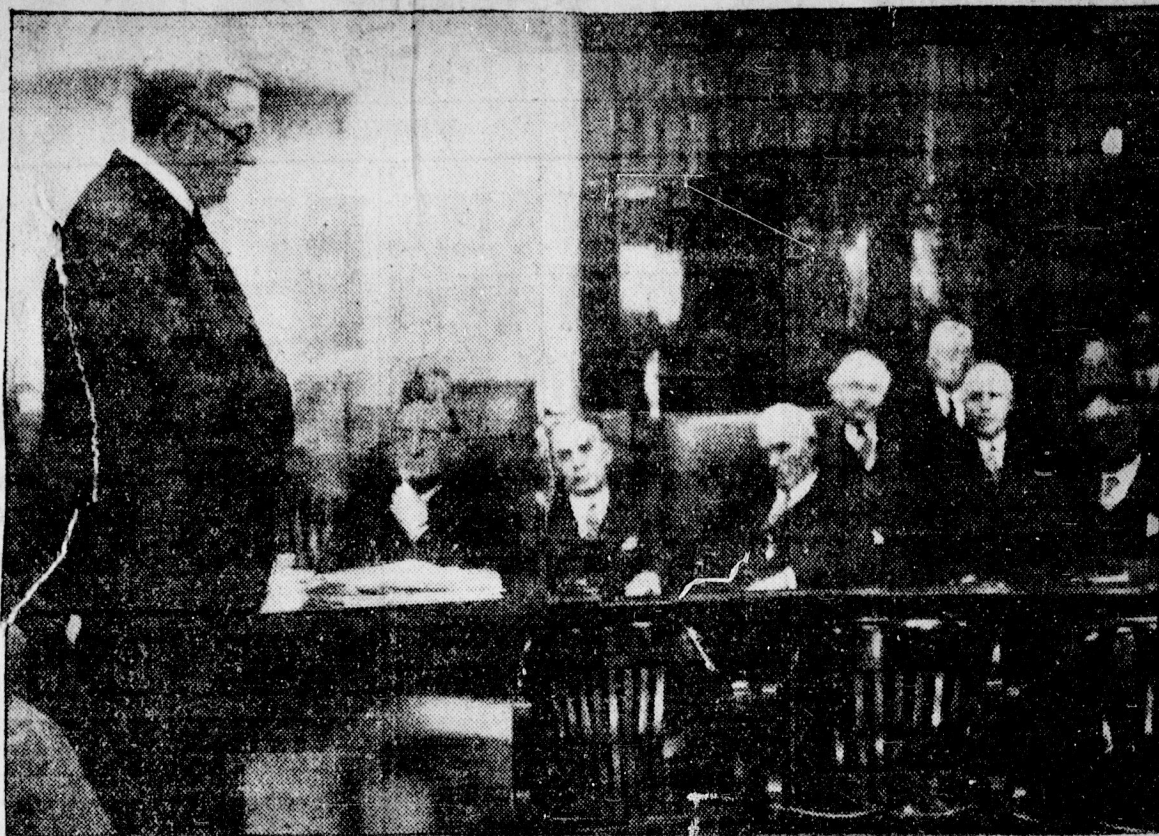
His plan would place New England through the leading railroads in intimate contact with the Middle West and connect with the world markets through the main ocean routes. All other proposals for the solution of the railroad problem were declared either impractical or illegal by the Mayor.

The proposal to leave the railroads as they are, he declared, was impractical because it "means the surrender to the Pennsylvania, a single system."

Merging the New England railroads into a locally-owned system meant the continued isolation of New England, he said, adding that the transportation law prohibited the elimination of competition. He contended that it was impractical in view of the fact that the New York Central had a 96-year lease on the B. & A., and that the Canadian National and Canadian Pacific railroads had connections here. Furthermore, he questioned whether the Penn control of the B. & M. and the New Haven could be bought out by local interests.

In regard to the proposed merger of the B. & M. and the New Haven, the Mayor voiced his warning that it would mean Pennsylvania domination and the death of competition.

MAYOR ADDRESSING HEADS OF 65 COMMUNITIES



At Mayor Curley's left is Corporation Counsel Samuel Silverman and seated about the circle are Mayor Joseph N. Carriere of Fitchburg, Mayor William T. Dillon of Holyoke, Selectman Benjamin Bourne of Bourne, Mayor Edward H. Larkin of Medford, Mayor Andrew A. Casassa of Revere and Selectman Edward S. Cook of Franklin.

HIGHER LEVIES MENACE TRADE, SAYS WHITESIDE

Expert Declares Many
Public Officials Oblivious
Of Consequences

SUGGESTS CURLEY
APPLY ECONOMY

Industries Face Greater
Disaster Unless Relief
Is Obtained

This is the first of a series of articles on the mounting taxes of Massachusetts, state and municipal, which will appear in The Herald.

Neither real estate nor industry can bear any further burden of tax increases,

declared Alexander Whiteside, former Boston corporation counsel and tax law authority, in a statement to The Herald yesterday in which he sounded a warning against the "ruinous process" of mounting public expenditure.

Many public officials, particularly in the cities and towns, he declared, are oblivious to the present need of curtailing expenditures wherever possible.

"I venture the prediction," he said, "that if some of our . . . municipalities do not start now on a policy of rigid economy, of radical reduction in expenditure, and in a cessation of the policy of over-assessment, they will be within a few years in the same condition as Fall River." The latter city, having reached a crisis in its financial condition, is now in the hands of a state commission.

QUESTIONS PROGRAM

Mr. Whiteside questioned whether "a vast program of construction of highways and public buildings will really go far to relieve unemployment, or will not retard rather than accelerate our return to prosperity."

While in sympathy with Mayor Curley's point of view regarding the need of some form of relief for Boston's increased burdens this year, Atty. Whiteside suggested that at the same time consideration might well be given to the possibilities for economies in

the Boston administration.

Mr. Whiteside, who served as corporation counsel under Mayor Peters, has long been prominently identified with tax studies and the solution of tax problems. From 1911 to 1916 he was vice-president and counsel for the old Massachusetts Tax Association, which put through the state income tax amendment. He was chiefly instrumental in organizing the present Massachusetts Tax Association, in which he holds the office of vice-president.

WHITESIDE'S STATEMENT

His statement, given at the request of The Herald, follows:

In this statement I am expressing my personal views. While I am vice-president of the Massachusetts Tax Association, I have had no opportunity since I was requested to make this statement to submit it to the executive committee, or to the directors, and therefore I have no authority to speak for the association.

Massachusetts has been struggling for some years with hard times for some of its basic industries. Textiles, shoes, hides and leather have all been in bad shape, not to mention several other lines of industry. The causes have been complex, some of them unquestionably due to those in charge of the industries. A few years ago two of our leading railroads were in very bad shape, and some of our leading trolley systems are about gone. Extraordinary efforts have been applied by

Globe 3/11/31

MAYOR CURLEY BACKS EFFORT OF VAN SWERINGENS TO GET B. & M.

Says Unified System For New England Impossible—Wants Four Great Trunk Lines to Come Here to Furnish Competition and Consequent Low Rates

The future of New England's railroad was the subject of a radio address by Mayor Curley yesterday afternoon over WNAC. The Van Sweringen plan to acquire the Boston & Maine Railroad, according to Mr. Curley, offers a practical solution of the problems.

The Mayor said in part:

"At no time in recent years, if ever, in the economic history of New England, has a question of greater importance presented itself for our consideration than this question, of the future of New England's railways—affecting vitally, not alone the whole of our vast business, industrial and shipping interests, but one also, vitally important to the economic welfare of every man, woman and child now living and of equal, if not greater importance to the generations to follow.

"So I bring the problem to you, firm in the belief that you will give to this vitally important question your earnest consideration with a view to a full understanding of this railway question to the end that, through a unanimity of intelligent opinion and effort, New England may have strong competing railway systems.

Defines Present Status

"First there is the proposal that we leave New England railroads as they are. It is in fact no solution, because it rests upon the false assumption that New England roads, such as the New Haven and the Boston & Maine, are independent systems, free from outside control. This is not the case, and to leave New England roads as they are, at least our two leading systems, the New Haven and the Boston & Maine, means in fact their surrender to one strong trunk-line system, the Pennsylvania.

"Second, there is the proposal to establish in New England one, all-inclusive system, owned by New England capital. I shall attempt to show you that this proposal is contrary to the law of the land; not only so, that it is an ideal which, under existing conditions, is capable of realization, and, lastly, that under present-day economic conditions, it would be a fatal mistake to isolate New England from the rest of the United States by excluding from our borders the great railway systems of the future, to be set up under an act of Congress, with the express purpose of integrating and uniting in closer and more intimate contact the great industrial sections of the Nation.

Against the Law

"How, you may ask, does this proposal to create an all-inclusive railroad run counter to the law of the land? It would eliminate within New England all competition, now existing, in the face of an expressed provision of the

transportation law of Congress that in the consolidation of railways 'competition should be preserved as fully as possible.' It is manifest the Interstate Commerce Commission could not nor would it approve of a merger of all railway systems in New England when the result of such a merger would eliminate within New England all future competition.

"Furthermore, such a proposal is clearly impractical. It is of the very essence of this proposal for one unified system in New England that such a system should be owned by New Englanders, for to eliminate all competition and then to have the consolidated system owned by outsiders, with no interest in New England, would be to court disaster. Yet within a week data was presented to the Transportation Committee of the Massachusetts General Court which shows that the stock of New England railways is today largely owned by outsiders and not by our New England people. I ask you who in New England is going to put up a billion or more of dollars to buy back for New England these railway properties?

"By the approval of the Massachusetts General Court the New York Central now has a 99-year lease of the Boston & Albany. There is no way under the law by which that lease can be canceled, even if it were desirable. I seriously doubt if there is a single man in this Commonwealth who is at all familiar with railway matters who would advocate putting the New York Central out of New England. Knowing as I do the splendid service afforded us to the West by the New York Central, I surely would not advocate such a step.

"With the New York Central here in New England, with the Canadian National and the Canadian Pacific here also, we must either find a way to put these railways out of New England or we must face the facts squarely and admit that this proposal to create within New England one all-inclusive terminal railway is at best an impractical ideal.

Merger Proposal

"There is a third proposal, open to all the objectors of the other two, and open to other objectors besides. I refer to the proposition that we consolidate into one system the New Haven and the Boston & Maine railways.

"Facts have been brought before the Massachusetts General Court which show that this very day, the Pennsylvania Railroad, and its affiliate, the Pennroad Corporation, hold sufficient stock in the New Haven to give the Pennsylvania a working control of the New Haven. Facts have been brought out which show stock ownership by

the Pennroad Corporation in the Boston & Maine, and stock ownership of the New Haven in the Boston & Maine, in sufficient amounts that a consolidation now of the New Haven and the Boston & Maine, would for all practical purposes, result in Pennsylvania domination or control of a consolidated New Haven-Boston & Maine system.

"This presents for New England a critical situation. Right under our very noses a powerful eastern trunk line, the Pennsylvania, quietly steps in and secures control in New England's two most important systems,—two railways which serve a territory in which 94 percent of our total manufacturing business is transacted.

"We see by the consolidation of the New Haven and the Boston & Maine that competition is destroyed at once and for all time. Not only so, we see the consolidated system passing under the domination and control of one great trunk line, the Pennsylvania.

Ends to Be Reached

"How then are we to solve this railroad problem in the interests of all New England? The best way to answer that question is to determine the ends to be attained. These, in my opinion, are:

"First—Give to New England an aggressive, evenly balanced competition by a number of strong railway systems.

"Second—Place New England, through the railways serving us, in the closest economic contact with the great interior of the United States, from which we must obtain a large part of our raw material, fuel, food and other necessities of life, and in which, we in turn, must find a large part of the markets for our manufactured goods.

"Third—Place New England, through our gateways to the sea, in closer and more intimate contact with world markets from which also we obtain raw material and in which in increasing degree in the future, we must look for a market for New England-made products.

"Fourth—Have in New England railways which are strong financially, with great resources of credit, in order that they may secure the necessary capital to keep abreast of the rapid progress now taking place in this transportation business.

"After a careful study of this question, it is my well considered conclusion that there is but one way by which New England can secure to the full the foregoing objectives, and that is to bring directly into New England and to the Port of Boston, each one of the great trunk line systems, which, if proposed merger plans are effected and approved, will serve the great industrial East. These great eastern systems are the New York Central, the Pennsylvania, the Chesapeake & Ohio-Nickel Plate, and the Baltimore & Ohio.

Greater Competition

"By such a plan, New England would be directly served by the four great systems which will serve also the rest of the industrial East. By such a plan, New England, through increased competition, afforded by four even-banded competitors will obtain the best possible and most expeditious service at the lowest possible rates to and from the interior and thus keep New England in a position to compete with the growing industries of the interior.

"By such a plan, I see new hope for the Port of Boston, an opportunity to build up increased shipping through this port to world markets. If, and when, these great eastern railway sys-

unt
"The bill was a crazy one and should be changed," he concluded.

Hurley and Others Oppose

Chairman Hurley of the School Committee remarked that the school system is not perfect—"nothing being perfect except the present conduct of the Finance Commission."

He said what the Finance Commission chairman is desirous of achieving "is front-page publicity." Mr Hurley then spoke on lines similar to those of Mr Lane on the reasons why the legislation should not be enacted.

Francis C. Gray, Dr Joseph V. Lyons and Mrs Elizabeth Pigeon, members of the School Committee, in opposition, expressed the belief that the present system acts as a check upon the School Committee and is therefore of benefit to the public.

Stephen W. Sleeper of the School Building Commission felt it inadvisable that any change should be made at this time.

Jeremiah Burke, superintendent of schools, held it would be a dire calamity to make the suggested change at this time.

Supt Burke said that whatever system is in effect, the most important thing will be its personnel. He had not applied for the position given him, he said.

other cent be devoted to the State Highway Department. The assemblage also favored an increase of 1 cent, as requested by Gov Joseph B. Ely, for a period of four years, to meet the emergency.

It seemed to be the opinion of all present that the increased gasoline tax was the best means of dealing with the welfare relief problem because the funds provided would be permanent, while the money furnished by the Curley proposal would be only for one year. The meeting swung to the gasoline tax idea after a few of the speakers indicated that while they favored an increased gas tax, they were not ready to record themselves on the 10 percent increase on the State income tax.

One or two of those addressing the meeting voiced their belief that the Curley suggestion would not provide sufficient money to cope with the relief burden piling up on the cities and towns due to the present industrial depression.

As the meeting was breaking up Mayor Curley suggested that all those present get in touch with State Senators and Representatives from their districts and impress upon them the necessity of the proposed legislation.

Curley Outlines Situation

Mayor Curley, presiding, outlined the purpose of the meeting and without going into the cause of the present situation, impressed on those present the need of finding ways and means to raise funds to distribute among the needy without placing an additional burden on real estate. Mayor Curley said that even the exercise of every reasonable economy in the management of the city government of Boston, there was no prospect of avoiding an increase in the tax rate. He said that with a view of avoiding an abnormal jump in the real estate tax he proposed a 10 percent increase on the State income tax for last year.

Mayor Curley said that although he felt that the country was emerging from the conditions that had prevailed for some time he believed that until there was more tangible evidence that better times were on the way, it was the duty of municipalities to provide funds for the needy.

Mayor George J. Bates of Salem commended the Boston Mayor for calling the meeting, and reviewed the relief situation in a number of cities and towns of the State, based on official information furnished him by the various municipalities. Mayor Bates said frankly that he was not with the Curley proposal, but that he did favor a gasoline tax increase, with the provision that some of the money go back to the municipalities.

O'Neill for Both Plans

Mayor Michael C. O'Neill of Everett favored an additional one-cent gasoline tax and also the Curley plan relative to State income. He felt that some way of raising funds must be found without further burdening the home owner and the industries.

Mayor Thomas J. McGrath of Quincy said he did not think it advisable to attempt the 10 percent income increase at this time and he felt it would be better if all got solidly behind the gasoline tax increase and obtained for their communities some of the money that is now going to the State.

Mayor Andrew A. Cassassa of Revere advocated imposition of the income increase on the ground it would place the burden where it belonged. He said he thought that the Legislature would not favor an increased gas tax.

Mayor John J. Whalen of Chelsea favored the Curley plan and also a one-cent tax increase on gasoline, if the entire proceeds of the increase would go to cities and towns for redistribution.

Mayor J. Fred Manning of Lynn, favored the Curley suggestion but said he thought it would not furnish sufficient money to handle the relief problem. He said he would insist on an additional gasoline tax as well. Touching on the old age pension system, Mayor Manning said that the State is placing additional burdens on municipalities and furnishing no means to meeting the situation.

Without naming Ex-Gov Alvan T. Fuller, Mayor Patrick J. Duane of Waltham took a fling at the ex-Governor's statement against increased taxes, asking what Mr Fuller did in his eight years on Beacon Hill to remedy the situation. Mayor Duane endorsed the Curley plan.

Mayor William T. Dillon of Holyoke favored the Curley idea and an increased gasoline tax. He said he thought the 10 percent proposed by Mayor Curley would not be sufficient.

Other speakers were Selectman Edward S. Cook of Franklin and Harry J. Geb, a Franklin manufacturer; Selectman John R. Gillespie of Sharon, Chairman Blanchard of the Wakefield Board of Selectmen, City Clerk J. Albert Sullivan, representing Mayor Bent of Brockton; Henry W. Vale, representing the city of Newton, and Mayor Landers of Lawrence.

CURLEY JOINS GROUP FOR HIGHER GAS TAX

Abandons His Own Scheme for Rise in Income Levy

Mayors' Meeting Here Favors Gasoline Rate of 3 Cents Till 1935

About 50 Mayors and Selectmen from Massachusetts communities went on record unanimously at Boston City Hall yesterday afternoon in favor of a straight three-cents gasoline tax as means of giving cities and towns of the Commonwealth sufficient money to meet increasing expenditures for welfare distribution due to economic conditions.

The meeting had been called by Mayor Curley to organize support for his plan to reimburse municipalities for welfare expenditures by the enactment of legislation that would impose a 10 percent increase on the 1930 State income tax. Though many of those present voiced approval of Mayor Curley's proposal, there appeared to be a greater sentiment for an increased gasoline tax; the Mayor, sensing the situation, deftly tossed his income levy idea out the window and stressed united support for the increased gasoline plan, providing that one cent go to cities and towns for redistribution.

Larkin Submits Proposal

Mayor Edward H. Larkin of Medford promptly moved that the meeting favor a proposal whereby 1 cent of the present 2 cents gasoline tax be distributed to cities and towns and the

STEAL LUNCH OF LAW HEAD

Silverman's Repast Disappears Mysteriously

While Corporation Counsel Samuel Silverman, head of the city law department, was sitting as legal adviser to Mayor Curley's conference of mayors and selectmen to raise funds for the relief of the poor and unemployed yesterday at City Hall, some undiscovered attendant walked off with his lunch.

Because of the rapid succession of conferences, the corporation counsel had no time for his usual trip to a nearby restaurant, so he sent a City Council aide to get him a snappy sandwich, piece of apple pie and a bottle of milk. Leaving the box lunch in the Council ante-chamber, the attendant went into the assembly hall to call Mr. Silverman out. When they returned, nothing was left but the empty milk bottle, paper box and sandwich paper.

"Well, I guess he needed it more than I did," said Silverman.

PROPOSED BAN ON SUNDAY SHINES WINS LITTLE SUPPORT IN COUNCIL

McGrath Sends Sharp Message to Absent Dowd, and Ruby, Hailed as One-Time Polisher, Ridicules Plan

City Councillor Dowd's ordinance to bar bootblacks from working on the Lord's Day found little support and much opposition yesterday before the City Council Committee on Ordinances. The sponsor of the ordinance was absent, and the only persons favoring its enactment were two owners of bootblack shops. The latter were anxious their help should have Sunday morning off to attend church, but said they would not shut shop "because the others would stay open."

Pres Joseph McGrath of the City Council gave the two shop owners a message to convey to Councillor Dowd. "Tell him," he said, "that if he wants an order, to come and fight for it. This is the second time this year he did this, the other occasion concerning a golf links; but when the times comes, he runs away. Tell him, the next time to come and make his own fight."

Nicola Damore of 91 Waltham st, owner of two shops, and Victor Corea of 24 Atherton av, Roslindale, who owns one shop, appeared for the order. Damore said he asked Councillor Dowd to introduce the order. The shops are open seven days a week and each

man, in return for working Sunday morning, gets a half-day during the week. Shoeshiners are paid by the week.

The order as framed would stop all shining, in shops as well as by boys on the streets. It developed that owners of shops pay no license fee, but the itinerant shiner with box over his shoulder does. Though it was not on cards and foreign to the subject of the ordinance, the committee appeared unanimous that something ought to be done about licensing the shop owners, in justice to the boys on the streets.

Councillor Hein presided and other members of the Council present were McGrath, Murray, Ruby, Fish, Donovan and Green. The line of questioning indicated that there was little hope for the passage of the ordinance.

Councillor Ruby, attorney, and, according to Councillor Murray, once the wielder of a mean brush on a pair of shoes, savagely attacked the order. He ridiculed the stand of the proponents that they wanted to give their shiners a chance to go to church. He pointed out that the men could go in relays and cited the admission of the proponents that there was no law that compelled them to remain open and that they could close shop on Sunday if they cared to do so.

PROF BEALE EXPLAINS METROPOLITAN PLAN

Council Would Direct the District's Finances

New England business is not prostrate, but New England specialties are, Prof Joseph H. Beale of the Harvard Law School told the Cambridge Industrial Association yesterday in a talk on the plan for a Metropolitan Boston.

"We are in a corner of a country," he said, "which always has been successful because of preceding failures." He explained how the colonists came seeking gold and made money on fisheries. Later foreign commerce was most profitable and then with that terminated by the Civil War, New England turned to textiles and the manufacture of boots and shoes. He said the textile industry is now near an end here.

"If we follow the past we will find some other specialty," he said. "New England is bound to lead if she gets the chance. But there is a psychological phenomenon which is threatening. The metropolitan city of New England

is filled up. With an increase of industrial plants has come a decrease in population. Boston appears to be a decadent city. The foreigner who comes to America seeking a place to invest never heard of Boston. He wants a city of a million or more population. Boston has less than 800,000, which is too small. He does not know Boston, a city of 2,000,000 in a metropolitan area.

"Not one out of three persons here are Metropolitan minded, yet we have become one people. Every part of our Metropolitan district is dependent upon Boston. If Boston prospers every district prospers. The prosperity of every inch in the Metropolitan district hangs on the central nucleus, Boston."

Prof Beale explained the bill which is now before the Legislature which aims to create out of the present Metropolitan district a metropolitan city. It would function just like the present system except that instead of having commissioners appointed by the Governor it would have 110 members of a Council named from the cities and towns which would have charge of appropriations.

The local self governments would be preserved in this new plan, according to Prof Beale and the cost of conducting its affairs would not increase more than 1 percent over the present cost of the Metropolitan district. The most important result of the new plan would be the formation of a commercial city of Boston with 2,000,000 population.

Harding U. Greene of the Industrial Association presided at the meeting.

LANE AND HURLEY ATTACK GOODWIN

Schoolhouse Commissioner Denies Charge on Theatre

Fin Com Chairman Declares Dual System Wasteful

Scathing criticism of Chairman Frank A. Goodwin of the Boston Finance Commission was made by Richard J. Lane, chairman of the Board of Commissioners of School Buildings, at the hearing before the Legislative Committee on Cities yesterday afternoon on a bill, supported by Goodwin, calling for appointment of the superintendent of construction by the Boston School Committee instead of by the School Building Commissioners.

Lane's attack came after Goodwin renewed his criticism that \$350,000 was spent in the Michaelangelo School case in construction of a theatre and workshops when in his opinion further desk room accommodations were far more important.

"Before Committee Existed"

Lane said there was no basis for the criticism of Goodwin. Shaking his clenched hand in the direction of the Finance Commission chairman Lane exclaimed:

"You know the stories in connection with those two schools. Why don't you tell the truth?"

"I will and I'll read from reports also on the subject," Goodwin rejoined, "if you so desire."

"No, I will," Lane countered "for I am not going to let the chairman of the Finance Commission get away with this stuff any longer."

Mr Lane said the money for the theatre and workshop had been appropriated "before the committee came into existence."

"A man of honor would not repeat the charge," now said Lane.

Mr Goodwin smiled but did not reply.

Under the existing situation, the School Committee takes no part in the construction of school buildings; this being done by a separate board. Lane contended that the system is a good one. He said Supt Rourke has saved the taxpayers between \$750,000 and \$1,000,000.

Goodwin's Charges

Chairman Goodwin said the dual system has no counterpart in the United States. It has not worked well, expenses increasing rapidly of late years, he said.

When Mr Goodwin started to read the report of the committee investigation in 1928, which he said reflected personal interests, Joseph J. Hurley, chairman of the School Committee, jumped to his feet, exclaiming, "I object to the reading of excerpts from that document."

"The survey committee," Goodwin continued, "realized that these two system were responsible for waste."

He said the Schoolhouse Commission has power to appoint the superintendent and his deputy, and that the only power the board has over the superintendent is that of removal after charges.

EAST BOSTON TUNNEL CONTRACT GOES TO SILAS MASON CONCERN

Low Bidder Awarded Job at \$5,696,510, After Mayor Talks With Transit Board—Employment Promised Local Workers in Company's Statement

The East Boston traffic tunnel tempest in the City Council on Monday blew over during the night and early hours yesterday, and late yesterday afternoon Mayor Curley instructed the Transit Commission to award the contract to the lowest bidder—Silas Mason Company, Inc. of New York, whose figure was \$5,696,510.

The award of the contract settled the disputed question of what firm would do the job. For months City Hall gossip had it that Patrick McGovern, Inc. of New York, formerly of Boston, was the favored concern, despite the fact that the contract was open to bidding. The McGovern bid was \$3,065,280 higher than that of the successful bidder.

Monday, at the City Council session, Pres Joseph McGrath took the floor to urge passage of an order asking the Mayor to instruct the Transit Commission to reject all bids and readvertise the traffic tunnel contract. The order met with opposition, was finally tabled for a week and is now dead.

Yesterday afternoon Mayor Curley said: "I had a conference today with the Transit Commission with reference to the East Boston traffic tunnel bids; also regarding the financial responsibility of the low bidder, as well as an examination into the list of work of this and an allied firm. I notified the Transit Commission to award the contract to the lowest bidder."

Col Thomas F. Sullivan of the Transit Commission said that the contractor must start operations within 10 days after the contract signing. Under the terms of the contract the tunnel job must be completed within two years. Shafts for ventilator buildings must be completed within one year or there will be a penalty of \$100 a day; for failure to complete entire job the penalty is \$1000 for every day over two years.

Firm Issues Statement

Sam A. Mason, president of Silas Mason Company, issued the following statement last night:

"The statements made Monday by some of the members of the City Council, as reported in this morning's papers, regarding the Silas Mason Company who are the low bidders for the construction of a tunnel under the supervision of the Transit Commission, are so erroneous that it seems necessary to state the facts.

"The Silas Mason Company, the Mason Hangar Company and its affiliates and predecessors have been

in existence over 100 years and have been carrying on large construction work, principally tunnels, continuously during that period. These two concerns have completed contracts and have others nearing completion in New York city of upwards of \$50,000,000. In connection with the new subway system; two of these contracts are tunnels under the East River, and were considered most difficult and complicated engineering feats. In addition to the difficulty of driving the tubes under the river, the approaches were under narrow city streets, which necessitated the shoring up of many large office and mercantile buildings and keeping the street traffic uninterrupted. This work was carried out far in advance of the schedule time and to the complete satisfaction of the Transit Commission.

"As to our financial strength and our engineering and construction skill, I am sure that Commissioner John J. Delaney, the chairman of the New York Transit Commission, will satisfy all inquirers.

"If this Boston tunnel contract is awarded to us, we will live up to the specification in every particular and meet every requirement that is imposed upon us by the Transit Commission. It is our intention to give preference to the citizens of Boston in hiring labor for this job.

"We have deposited with the Transit Commission our check for \$300,000 as an evidence of good faith and we stand ready on an hour's notice to submit a surety bond in the amount of \$3,050,000, guaranteeing the faithful performance of the contract.

"We are ready and willing to undertake the job at the figures submitted, and are confident that we can complete it within the time prescribed, and we confidently expect that the contract will be awarded to us."

SILVERMAN'S BOX LUNCH REACHES CITY COUNCIL CHAMBER AND VANISHES

A box lunch isn't safe in City Hall. Corporation Counsel Samuel Silverman ordered one yesterday during the Mayor's taxation conference, and though it reached the quarters of the City Council Mr Silverman never saw it. He would not say a hungry Councilor got away with it, but he wished luck to the man who ate it.

PROPOSES CITY HALL AT ARLINGTON SQ

Ralph Adams Cram Cites "Lost Opportunities"

Discusses Charles River Basin Plan Before Women's City Club

Boston has been a city of lost opportunities for many years, according to Ralph Adams Cram, architect and member of the City Planning Board. He cited in proof of his statement the demolition, in 1863, of the fine old Colonial mansion of John Hancock and the alleged fact that the first or north extension of the State House "is the worst piece of architecture in the city."

The red brick Bulfinch front with its two marble wings was likened to "a ham sandwich."

Those statements were made in a discussion entitled, "Proposed Development of Charles River Basin and of a Possible Civic Center," at the Women's City Club, 40 Beacon st, last evening.

Vendome Column in Copley Sq

As further evidence of Boston's backwardness, Mr Cram said that for 48 or more years permanent improvement of Copley sq as a civic center has been under discussion, with nothing coming of it yet; also that it had taken him seven years to induce the city to widen and extend Stuart st, "which today has a volume of traffic second only to Beacon st."

Mr Cram declared a pressing need at present to be "a visible central point about a new City Hall, a dignified and beautiful focus of a city of great historic value and associations."

Among the sites suggested for the proposed City Hall and civic center, he said, are Scollay sq, Park sq, Copley sq and Arlington sq. He favored the last, remarking that property can be had there for less than its assessed valuation.

Mr Cram would have a sort of Paris column Vendome erected in the middle of Copley sq, and on it the names of local celebrities of the past in painting, sculpture and literature.

Opposes a Speedway

Mr Cram declared himself as in favor in the main of the Metropolitan District Commission's plan for improvement of Charles River basin, though he declared any proposed speedway, bathing beach or flying horses should be fought.

He asked the support of the Women's City Club for the plans he had approved.

Miss Frances Gurtis, president of the club, stated that without pretending to represent Mrs James J. Storrow, donor of \$1,000,000 for improvement of Charles River Basin, she could say that Mrs Storrow had primarily in view the idea of improving the basin between Longfellow Bridge and Craigie Bridge, at the foot of Leverett st, and of improving facilities for row boats and sailboats to the utmost extent.

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uctioneer over the house of the small home owner which might be endangered by an increase in the real estate tax."

Bond issues, he said, were approved annually by the Legislature for municipalities and accordingly it could not be a remedy for the commonwealth to adopt similar methods. The question of interest charges was the rock on which the bond issue and the short term borrowing struck, he continued. The Governor's bond issue, in his opinion, is sane, sensible and rational.

Although Representative Arthur W. Jones of Nantucket, chairman of the ways and means committee, was in attendance, Representative Bigelow told the House that he was too sick to expend the energy that would be required in presenting the committee's side and accordingly the duty had been turned over to him.

EXPLAINS BUDGET

He was brief, but pointed, in his discussion. He told the members that the entire budget had been divided into six sections. Three already had been translated into statute by emergency unemployment bills drafted from three special messages. The gasoline tax was the fourth. The building program will be the fifth and the budget itself the sixth.

He detailed his objections to the bond issue as being an unnecessary increase in the total expenditure which would result because of the added expense of floating a bond issue in contrast to the less expensive short term borrowing. The ways and means compromise, he said, would provide relief for the cities and towns through its assessment abatement provisions.

The most effective blow to the bond issue was delivered by Herter. He presented figures to demonstrate that the 10-year gasoline tax would produce a total revenue of \$53,000,000, a sum approximately \$10,000,000 less than the complete expenditure would require.

In addition to producing the \$11,500,000 for the program, he explained, the tax also must pay the interest and service charges for the borrowing and return two-fifths of a cent to the cities and towns as abated assessments.

Under the short term compromise he figured that \$21,400,000 would be obtained, leaving \$10,000,000 for highways, \$1,500,000 for the public works building, \$900,000 for interest charges on notes and \$9,000,000 for abated assessments.

POINTS TO BOSTON

The bond issue program would produce \$53,000,000, he said, while trying to provide \$11,500,000 for the program and a total of more than \$50,000,000 for relief to cities and towns, abated assessments and interest charges, a total of approximately \$10,000,000 more than the 10-year tax would collect.

He declared his uncompromising opposition to bonding issues and employed the city of Boston's financial methods as an example of what he would avoid in the commonwealth's financing. The city of Boston, he said, because of its bond issues now is compelled to pay annually a sum of almost \$3,000,000 in interest and service charges for borrowing money. That money, he insisted, could just as well be used for relief of public welfare under a sounder financing. He would avoid similar conditions in the state's financing program.

He could not even see the relief measure that is supposed to be provided because his figures indicated that only one-sixth of the total revenue would go to the actual relief of unemployment.

From that point on the debate became widespread and general. Opposition was vigorously expressed against

a gasoline tax of any description. Standish portrayed himself as the spokesman for the poor taxpayer who now is saddled with burdensome impositions which make it increasingly difficult for the small home owner.

POLL CLOSELY FOLLOWED

A president of one of the Stoneham banks, he said, had told him the savings and co-operative banks already are carrying mortgages because home owners lack the money to pay their interest charges.

The taking of the votes commanded interest and each poll was closely followed by the members. On rising vote the amendment was beaten by 93 to 61 and the calling of the roll speedily produced its rout by 131 to 94.

On the rising vote for the ways and means committee bill the vote was tied at 86 yeas and nays, which denied it a third reading. The 113 to 110 rollcall count quickly followed.

At the conclusion of the session considerable Democratic resentment was expressed at the procedure of Mayor Curley's suggestion for a 10 per cent. income tax increase. He was generally charged with responsibility for failure of the gasoline tax because of the wave of resentment which had engulfed the public and the legislators as the cumulative result of various taxation proposals.

While the House was killing the two proposals to increase the gasoline tax the Senate voted to lay on the table three adverse reports on bills to increase the same tax. Senator Erland F. Fish of Brookline, sponsor of the motion, asked that action be delayed until the House procedure is definitely completed.

The House roll-call on the gasoline tax follows:

YEAS

Airola, Revere; Baker, Newton; Barker, Boston; Bigelow, Brookline; Birmingham, Boston; Canill, Everett; Carroll, Revere; Casson, Boston; Cavanaugh, Cambridge; Clawley, Springfield; Chevalier, Holyoke; Clark, Holyoke; Coakley, Chicopee; Cole, Taunton; Concannon, Boston; Connolly, Boston; Corbett, Somerville; Coughlin, Norwood; Cronin, Cambridge; Crowley, Somerville; Dailey, Boston; Derham, Uxbridge; Dever, Cambridge; Dolan, Boston; Doyle, Worcester; Durgin, Boston; Finkelstein, Boston; Fitzgerald, Boston; Ford, Fall River; Gaffney, Springfield; Gallagher, Boston; Giroux, Somerville; Gougen, Leominster; Goulart, New Bedford; Hagan, Somerville; Healy, Natick; Heann, Boston; Horgan, Boston; Herter, Boston; Hickey, Boston; Higgins, Boston; Hurley, Boston; Johnston, Boston; Jones Nantucket; Jones, Peabody; Jordan, Lawrence.

Kearney, Fall River; Keating, Fall River; E. J. Kelley, Worcester; Charles Kelley, Worcester; Kennedy, Boston; Kimball, Malden; Kirkpatrick, Holyoke; Lamoureux, Southbridge; Robert V. Lee, Boston; Robert L. Lee, Boston; Levins, Boston; Leyden, Worcester; Logan, Boston; Luitwieler, Newton; Lyons, Brockton; Madden, Boston; Mahoney, Boston; Malloy, Medway; Margella, Boston; Markley, Springfield; Martell, Chicopee; McCarthy, Cambridge; McCulloch, Adams; McDonough, Boston; McFarland, Boston; McGuinness, Webster; McMenimen, Cambridge; McNulty, Boston; Melley, Chelsea; Moore, Pittsfield; Moriarty, Lowell; Murphy, Boston; Nestor, Lowell; O'Brien, Fall River.

O'Brien, Easthampton; O'Connor, Palmer; O'Don, Northampton; O'Kane, Dudley; O'Neil, Raynham; Otis, Pittsfield; Pendergast, Boston; Rafter, Salem; Reardon, Boston; Roach, North Adams; Rolander, Worcester; Sessions, Hampden; Sloway, Lowell; Snow, Westfield; Sobie, Boston; Squires, Worcester; Alexander Sullivan, Boston; Lewis R. Sullivan, Boston; Swan, Haver, Framingham; Tuttle, Framingham; Underwood, Orange; Warner, Sunderland; Webster, Blackstone; Welsh, Boston; Whalen, Brockton; White, Foxboro; White, Boston; Young, Wakefield; Zack, Lynn.

Total—110.

NAYS—Achin, Lowell; Ames, Lynn; Anderson, Boston; Babcock, Milton; Barnett, New Bedford; Barrows, Melrose; Bartlett, Haverhill; Bateman, Winchester; Bentley, Swampscott; Bessette, New Bedford; Brigham, Springfield; Brooks, Worcester; Brown, Billerica; Brown, Abington; Bruce, Everett; Bullock, Waltham; Burgess, Quincy; Burgess, Dedham; Burnham, Lexington; Burrows, Lynn.

Butler, Leominster; Cahill, Braintree; Casey, Spencer; Chase, New Bedford; Clark, Amesbury; Clarkson, Worcester; Comerford, Brookline; Costello, Boston; Crockwell, Medford; Crosby, Brookline; Crosby, Arlington; Day, Hopkinton; Day, Salem; Dean, Chilmark; Des Chenes, Fitchburg; Dewar, Malden; Downey, Brockton; Doyle, Malden; Duncan, Woburn; Estabrook, Haverhill; Estabrook, Fitchburg; Findelsen, Lawrence; Ganley, Lawrence; Garofano, Saugus; Gilman, Boston; Gray, Swansea; Grossman, Quincy; Halliwell, New Bedford; Hamilton, Cambridge; Hansen, Waltham.

Hathaway, Fall River; Higgins, New Bedford; Holden, Attleboro; Holmes, Brockton; Houghton, Princeton; Hudson, Gloucester; Ingalls, Lynn; Irwin, Medford; Jewett, Lowell; Jones, Barnstable; Kelley, North Attleboro; Kendall, Dunstable; Knowles, Hull; Lane, Norton; Lane, Lawrence; Leonard, Watertown; Libbey, Milford; McCauley, Randolph; McLeod, Chelsea; McCarthy, Rockland; McLellan, Belmont; McLeod, Clinton; Meehan, Lawrence; May, Cambridge; O'Connor, Lynn; Pehrson, Gardner; Perry, Brewster; Pfeiffer, Bedford; Porter, Wenham; Potter, Gardner; Pratt, Saugus; Reed, Weymouth; Rolfe, Newbury; Rushton, Methuen; Sandberg, Quincy; Sawyer, Ware; Scott, West Springfield; Shaylor, Lee; Shepard, Shrewsbury; Sherman, Somerville; Sims, Maynard; Sissons, Pittsfield; Smith, Concord; Stacy, Haverhill; Stacy, Springfield.

Standish, Stoneham; Staves, Southbridge; Swanson, Worcester; Teele, Somerville; Therberge, Fall River; Thomas, Fall River; Thomas, Quincy; Thompson, Halifax; Thompson, Newton; Urquhart, Georgetown; Ward, Plymouth; Washburn, Middleboro; Webster, Gloucester; Wheelright, Danvers; Whipple, Lynn; Williams, Wellesley; Wockel, Methuen; Youngman, Medford.

Total—113.

at this afternoon's session by Representative Rafter.

The Ely bond issue program appears hopelessly lost.

Its conclusive rejection came within 24 hours of the radio appeal he had delivered Tuesday night asking for support of his highway program for unemployment relief.

GOVERNOR CALLS "DESERTERS" TO OFFICE

The Rafter procedure will be an endeavor to keep the issue alive until the Governor has sufficient opportunity to devise some drastic method of retrieving the situation, which probably will be made in a militant message to the Legislature.

So keenly disappointed was the Governor by the flat rejection of the most ambitious section of his inaugural message that he summoned to the executive office, at the conclusion of the session, the Democrats who had helped defeat the bill. Individual interviews with five of them left him with the hope that all chance of success has not gone.

The afternoon's procedure was confusing and baffling. To counter the desertion of 11 Democrats on the ways and means committee bill the Governor had the support of 25 Republicans, yet the favorable report of this powerful committee was opposed in the voting by such Republican House leaders as Representatives Victor F. Jewett of Lowell and Thomas R. Bateman of Winchester. The Governor is willing to accept this bill now that the bond issue appears doomed.

Even if the Governor succeeds today in his quest for reconsideration and carries the bill through its third reading it seems destined to ultimate defeat because of the statutory requirement of a two-thirds vote at the enactment stage of a bill to spend money beyond current revenue. To obtain that objective he must swing over the votes of 33 of the 113 who voted against the gas tax increase yesterday.

FIVE INDICATE PROMISE SUPPORT

The 11 Democrats who deserted the Governor, because of the gasoline tax increase, are: Representatives Roland D.

Sawyer, Ware, Thomas J. Lane, Arthur F. Ganley and James P. Meehan of Lawrence, William H. Doyle of Malden, Tony A. Garofano and Daniel J. O'Connor, Jr., of Lynn, Timothy J. Costello of Boston, Joseph H. Downey of Brockton, William Casey of Spencer and W. H. McCarthy of Rockland.

Representatives Sawyer, Ganley, Meehan, Doyle and Garofano subsequently were interviewed by the Governor and he received assurance in part that several of them would reverse their position at today's session. There also were several Democrats among the 17 members absent from yesterday's session.

Among the 25 Republicans who voted for the measure were the members of the ways and means committee who declined to join with their party forces

in an abandonment of their own measure. Ultimate failure of the bill's passage will result in a forced abandonment of the construction of \$10,000,000 in new highways and also of a \$1,500,000 building to house the state department of public works. No interference will result in the normal highway building projects financed by the current 2-cent gasoline tax.

That the Governor already had outlined an extensive fighting program was indicated by the rapidity with which he moved into action when he had learned the outcome of the vote. He discussed the entire situation privately with Speaker Leverett Saltonstall, the five Democrats who were "off" on the vote and Representatives Rafter, Leo M. Birmingham of Brighton and William H. Hearn of East Boston.

In a brief interview with reporters he said: "Yes, I'm disappointed, but I'm not particularly surprised. Reconsideration will be moved and I am confident that the motion will pass tomorrow."

He indicated that he supported of most of his party associates who refused to support the measure yesterday. He said that they had explained that they had voted for the bond issue amendment but opposed the tax increase because they believed that it had ceased to be a party measure.

The gasoline taxation issue, however, may be revived under a different cloak. There are several bills pending to increase the tax 1 or 2 cents with the proceeds to be turned over to municipalities.

Speaker Saltonstall's position in opposition to any increase in the gasoline tax was reflected by the recorded opposition of his closest floor workers, Representatives Bateman and Jewett.

The fight in the House was restricted to the bond issue amendment offered by Rafter. After its overwhelming rejection the vote on the four-year note phase with a gas tax increase for that period followed without debate although complete rejection of both issues had been advocated by various speakers in the extensive debate.

BOND ISSUE DEFENDED

The Governor's bond issue proposal was defended by Representatives Rafter, Birmingham, Hearn, John S. Derham of Uxbridge, John T. O'Neill of Raynham, William H. Melley of East Boston and Arthur Goulart of New Bedford.

The bond issue was opposed and the short term note borrowing measure supported by Representatives Albert F. Bigelow of Brookline and Christian A. Herter of Boston. The latter received an extended ovation for having delivered his first address since becoming a member of the House.

Uncompromising opposition to the entire emergency construction program was registered by Representatives Lemuel F. Standish of Stoneham, Chester W. Chase of New Bedford, Arnold M. Leonard of Watertown, John W. MacLeod of Chelsea, Sydney M. Williams of Wellesley and C. F. Nelson Pratt of Saugus.

A powerful and logical address in favor of the Governor's bond issue delivered by Rafter opened the debate and at the outset he paid his respects to former Gov. Fuller for his alleged unwarranted interference in the taxation controversy in his interview in Tuesday's Herald.

ASKS POLITICS BE DROPPED

Rafter declared that the injection by the former Governor of the ominous warning written on the wall at Belshazzar's feast actually was an impeachment of the Republican party which had been tried in the balance and found wanting at the November election.

He challenged anyone to prove that either party had placed a single cent of taxation extravagantly on any industry. The current depression, in his opinion, was unrelated to politics but due entirely to economics and he asked that politics be eliminated from the discussion.

He declared that it had been poor taste on Fuller's part to attack a Democratic Governor because when he served as chief executive the Democrats had been his most staunch supporters.

Rafter proceeded to outline the bill and his proposed amendment. He said that none in the chamber was more opposed to increasing taxation than he, yet he insisted that the conditions demanded an expenditure of money and according the legislators now must be sufficiently resolute to do their duty, however difficult it would be.

ATTACKS CURLEY PLAN

Although he was accepted as the Governor's spokesman he did not hesitate to brand Mayor Curley's proposal for a flat 10 per cent. increase in the 1930 income tax as "absurd, ridiculous, unsound and a makeshift suggestion of the worst character because of its obvious insincerity."

He pleaded for the bond issue amendment as a means of avoiding the compulsion of "placing the red flag of the

Governor's Road Building Program Wrecked by Action of House

AIDE TO SEEK NEW VOTE ON FUEL LEVY

11 Democrats Desert Ely; Only 25 Republicans Favor Passage

EXECUTIVE MEETS WITH PARTY OPPONENTS; SEES VICTORY TODAY

By W. E. MULLINS

Gov. Ely's emergency highway construction program was wrecked yesterday by the House of Representatives. Two measures, each carrying provision for a one-cent increase in the gasoline tax from two cents to three cents, were defeated in a wave of resentment against taxation expansion in general.

The issue came before the House in a bill from the ways and means committee to increase the tax for four years and finance the expenditure of \$11,500,000 on short term borrowing for a similar period.

Representative Francis E. Rafter of Salem, spokesman for the Governor, moved an amendment to strike out the short term borrowing plan and substitute for it a 10-year issue of bonds to finance the same program with a one-cent increase for a period of 10 years.

AMENDMENT REJECTED BY 131 TO 94 VOTE

The Rafter amendment was rejected by a rollcall vote of 131 to 94. The ways and means committee bill, generally regarded as a compromise measure, was defeated on a rollcall vote of 113 to 110 with 11 members of the Democratic party deserting the Governor. The debate was protracted and vigorous.

Desperate efforts to revive the compromise will be made today as the result of a conference late in the afternoon between the Governor and his board of strategy. A motion to reconsider the defeat of the ways and means bill will be offered

West Post

be available if appropriations for public welfare and soldiers' relief proved inadequate.

"At the hearing before the legislative committee on municipal finances in January, relative to the fixing of the tax limit for this year, I publicly stated that it was my personal opinion that while the tax limit granted last year, namely, \$16, was not sufficient to cover the extraordinary needs of the current year, nevertheless I felt that I could not, in justice to the taxpayers of the city, ask for an increase in this limit. I further stated that if the committee, in its wisdom, saw fit to grant a \$16 limit, I would positively prepare my budget so as to live within the total appropriating power authorized by such limit. So much for public utterances."

GLOBE

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CLASH AT HEARING ON COUNTY SALARIES

Lively Public Session Held
at City Hall

Petitioners Give Views on Plans for
Changed Schedules

Clashes between the chair and members of the Boston City Council, disagreements as to whether final dispositions in the matter of salaries of county employes rests with the Council or the Mayor, and varying evidence as to why Superior Court officers and Municipal Court officers should or should not receive similar ratings, were the high lights of a public hearing held last night at City Hall before the Boston City Council on the Civil Service classification of county employes.

Present at the hearing were Corporation Counsel Samuel Silverman and Budget Commissioner Charles J. Fox who, acting according to orders of the Legislature, drew up new salary schedules for the employes of Suffolk County.

The present salaries of the county employes will not be affected by the schedules, but changes were made in the maximum and minimum limits of the future employes. Councilman Joseph McGrath of Dorchester, president of the Council, presided.

The hearing was given so that county employes who are dissatisfied with the new salary schedules might speak their grievances before the Council. Less than 100 county employes were present, but they claimed to represent several hundred county employes unable to attend.

Running Verbal Tilt

Throughout the hearing Councilman Joseph P. Cox of West Roxbury, who questioned the petitioners closely, maintained a running verbal tilt with Chairman McGrath. Cox claimed that he had to make his prolonged inquiries from the petitioners, which seemed to annoy the chair, because he was not so familiar with the matter in hand as were members of the Council who are likewise members of the bar.

The hearing was delayed at the opening because of a point raised by Councilman John F. Dowd. He wanted to know whether the body was sitting as members of the Council or as County Commissioners, which would make a difference as to the final changes in the salaries in question.

He declared that the hearing would be a waste of time if the Mayor and not the Council had the final say, because the Mayor has stated there will be no increases in the salaries of county officials.

Once raised, the question of final authority kept the floor for almost an hour. Corporation Counsel Silverman announced that the Mayor has the right of absolute veto. Councilman Dowd retallated that Silverman was appointed by the Mayor and takes orders from the Mayor, and that the Council should hire competent outside legal advice in the matter.

While the question of powers was still hanging fire, and most of the Council were taking part heatedly in the discussion, Councilman Cox suggested that the Council was there to perform a duty and that the people ought to be heard. The suggestion was accepted by the chair and the hearing got down to business.

First to Speak

Pulsifer D. Colville, assistant clerk in the Superior Civil Court, was the first petitioner to address the body. He told of three new classifications into classes A, B and C. He claimed that Class C should be abolished as an unfair discrimination, because the clerks in Classes B and C perform the same duties, and that clerks who have given the most service have been unjustly placed in Class C.

Mr Colville suggested that the minimum for Class B be reduced and that Class C be abolished.

Michael F. Hart, clerk in the same court, said that clerks listed under Classes B and C are members of the bar, that they are liable under bond for signing executions, doing default work, charging exceptions and other work, and that discrimination is unfair.

He said that clerks who have served 25, 28, 34 and 53 years have been unfairly placed in Class C when they have the same duties as clerks who have been placed in Class B, and given larger salaries than clerks in the lower class.

Frank J. McCarthy, senior clerk in the Registry of Deeds, told how many of whom have the same duties have been placed in four classes, all carrying different wages. This led to a clash between Councilman Cox and Commissioner Fox as to who had authority to allocate positions.

Cox claimed that Fox was writing the schedule and giving the power to himself. Whereupon Fox told Cox that Cox could write it if he cared to. James L. Foley, a deckhand on the municipal vessel Perkins, told how

the Perkins have received three increases while the rest of the crew received no increase.

Chief Deputy Sheriff Leonard of the Superior Court said that he spoke for 61 officers of the court, all of whom are satisfied with the raises given them by the new schedule. He was followed by several other speakers from the municipal courts and the district courts who claimed they have to do as much as and as difficult work as officers of the Superior Courts but receive much lower salaries.

Court Officer James A. Cuniff, who spoke on behalf of officers of the district courts, said that it was unfair to pay a larger salary to a beginner in the Municipal Court than was paid to officers of the district courts who have put in many years of service.

John B. Magaldi, interpreter in the Municipal Criminal Court, complained against the proposed reduction in the maximum salary of his office. Councilman Cox questioned Magaldi and elicited that he would be satisfied with a maximum of \$3000, although he has spent 11 years in the service, is a World War veteran, a college graduate and the father of five children.

Mayor Curley abandons his idea of a 10 percent increase in the income tax in favor of Gov Ely's scheme for a one-cent increase in the gasoline tax, thereby taking a long step to let by-gones be bygones.

CUTS \$5,000,000 OFF HUB BUDGET

Mayor Says He Made Big Slash, Although \$3,100,000 More Is Needed Than in 1930

Revealing that he has cut more than \$5,000,000 from the proposed budget for this year, Mayor Curley last night issued a scornful counter-attack against the "leaders who find it easy to sit in an office or at home and make bald statements that expenditures must be reduced," without offering specific remedies.

SAVING OF \$1,000,000

The Mayor declared that although the public welfare department will require \$2,100,000 more than was needed in 1930 to care for the poor and the unemployed, the appropriations for this year are only \$2,100,000 over those of last year, representing a practical saving of \$1,000,000.

He labelled as unfounded the charges of former Corporation Counsel Alexander Whiteside of the Massachusetts Tax Association that he, the Mayor, was "oblivious to the need of curtailment and failed to utter a single word regarding the reduction of Boston expenditures."

The Mayor recalled his recent action in vetoing the order of the City Council for a \$200 salary increase for the members of the police and fire departments, as well as his pronounced decision to allow no wage increase to the 2,000 city employees this year because of the necessity of providing money for the relief of the poor and unemployed. This, he said, was the most "radical" statement for the reduction of expenses that has been made in the recent history of the city, the Mayor claimed.

Details of Budget

Disclosing the details of the 1931 budget which will be presented to the City Council for approval next Monday, the Mayor announced that substantial increases in appropriations will be allowed only to four departments, public welfare, hospital, police and library.

Of the 65 departments at City Hall, 31 will be given less money than they had last year, 11 will receive negligible increases and 23 will receive material increases, including the four major departments affected by unemployment.

After surveying the needs of the city services for the year, the department heads in their budget estimates asked for \$44,201,383.41 and the Mayor cut out \$5,243,545.42, leaving \$38,957,837.99 as the amount of money the city will have to appropriate in the 1931 budget

to meet the essential demands of the public, he said.

Boston's expenditures for the year have been cut \$1,000,000, the Mayor said, by deferring until another year items which required cutting more than 50 per cent of the objects of expenditure.

Chief Reductions

Chief among the items which have been reduced are the appropriations for the construction and repair of streets and parkways, repair of public buildings, motor vehicles and trucks, purchase of new motor vehicles, furniture and equipment, hiring of teams and trucks, improvements for parks and playgrounds, travelling expenses and appropriations for conventions and public celebrations.

In reply to his critics the Mayor declared that what the country lacked in the present problem was responsible leadership. He protested that real estate has been forced to bear 80 per cent of the direct taxes collected by State and local governments and that he was opposed to any further burden being placed on real estate.

While cutting down the expenditures on over 50 per cent of the budget items, he said that increased appropriations were required this year particularly for increased amounts for food, medical and surgical supplies, medical, surgical and laboratory equipment resulting directly from increased population at the hospitals and institutions, pensions and annuities, care of dependents, mothers' aid, old age assistance, street lighting, traffic signals, snow removal and books for the new branch libraries.

Easy to Criticise

"It is easy," said the Mayor, "to sit at home or in an office and make the bald statement that maintenance expenditures for municipalities should, and must, be reduced. It is quite another matter, however to sit in the office of the chief executive of one of these municipalities and carry such a policy into actual operation, when demands for adequate service and the advancement of the welfare of the community are being presented from all sections of the city. I realize, better than any individual or citizen, the heavy burden which now rests upon the owners of real estate. Nearly 80 per cent of the total direct taxes collected each year by State and local governments are contributed by this latter class. I do not desire, through an increased tax rate, to augment this heavy burden.

"I have, therefore, advocated and will continue to advocate the passage of legislation which would help this year to offset the additional appropriations made necessary by the serious

unemployment situation. By advocating such legislation and by eliminating every item of expense that I consider unnecessary from the municipal budget I have endeavored to keep faith with the taxpayers of the city. I claim no individual credit for this endeavor, because I know that my attitude is the same as that taken by every other chief executive of a municipality within this Commonwealth. It has been well said that this country is suffering today from a lack of leadership. I only wish that the leaders who seek the columns of the public press for the expression of their individual beliefs would offer specific suggestions for taxation relief rather than indulging in generalities which are not only unfounded in fact, but add nothing in the way of improving conditions as they actually exist

Replies to Criticism

In opening his attack, the Mayor replied to the recent criticism of Vice-President Whiteside of the Massachusetts Tax Association. While not mentioning his name, the quotations branded by the Mayor were those of the former corporation counsel.

"Much space has been devoted," he said, "in the public press in the last few days, either by means of editorials or special articles, to what has been termed the ruinous process of mounting public expenditures. In these articles municipal officials have been charged with being oblivious to the present need of curtailing expenditures wherever possible. There has been personally directed at myself, the criticism that I have failed to utter 'one word about a radical reduction in Boston's expenditures for the year 1931, or about any need for economy on the part of municipal Boston.'

"In so far as these charges and criticisms apply to Boston, I present the following facts concerning the municipal appropriation policy that is being carried forward under my directions for the current financial year. These facts, if weighed and studied sanely and intelligently, offer the best refutation possible for the unfounded charges and criticisms that have been made. The editions of the Sunday newspapers of Feb. 1, 1931, and the minutes of the Council meetings for Feb. 2, 1931, refute the charge that I have failed to give public utterance to the necessity for a radical reduction this year in municipal expenditures. The subject of the articles appearing in the publications previously mentioned was my veto of a Council order to provide a \$200 increase in the existing maximum of patrolmen and privates in the police and fire departments.

Against Any Increases

"In my veto message, I not only stated that I could not approve the increases proposed, but that in view of the existing economic depression I had come to the decision that, for this year at least, no increases of any sort could be allowed to city employees. To my mind, this is the most 'radical' utterance that any public official has made in connection with maintenance appropriations for the year 1931. In my public experience ranging over a number of years, I can recall no similar action.

"In the three monthly conferences that have been held so far this year with department heads, I have stated that in view of the extraordinary disbursements of the Public Welfare Department, it would be necessary this year to make radical reductions in departmental estimates and further, that department heads would not only be expected to live within their reduced allowances, but would also be called upon to effect savings wherever possible, so that at the end of the year unexpended departmental balances might

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tures for municipalities should, and must, be reduced. It is quite another matter, however, to sit in the office of the chief executive of one of these municipalities and carry such a policy into actual operation, when demands for adequate service and the advancement of the welfare of the community are being presented from all sections of the city. I realize better than any individual or citizen the heavy burden which now rests upon the owners of real estate. Nearly 80 per cent. of the total direct taxes collected each year by state and local governments are contributed by this latter class. I do not desire, through an increased tax rate, to augment this heavy burden. I have, therefore advocated and will continue to advocate the passage of legislation which would help this year to offset the additional appropriations made necessary by the serious unemployment situation. By advocating such legislation and by eliminating every item of expense that I consider unnecessary from the municipal budget, I have endeavored to keep faith with the taxpayers of the city. I claim no individual credit for this endeavor, because I know that my attitude is the same as that taken by every other chief executive of a municipality within this commonwealth. It has been said that this country is suffering today from a lack of leadership. I only wish that the leaders who seek the columns of the public press for the expression of their individual beliefs would offer specific suggestions for taxation relief rather than indulging in generalities which are not only unfounded in fact, but add nothing in the way of improving conditions as they actually exist.

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SIGNING NEXT WEEK OF TUNNEL CONTRACT

Curley and Mason Firm
to Meet in Few Days

The contract for \$5,696,510 with the Silas Mason Company, Inc. of New York for the boring of the underwater section of the projected \$16,000,000 traffic tunnel is expected to be signed by Mayor Curley either Tuesday or Wednesday.

Within 10 days thereafter the contractors will begin work. At its peak it is believed that 650 men will be employed.

The contract has been drawn up in tentative form and given to agents of the Mason Company. It will be studied during the next few days and executed in the office of the corporation counsel next week.

The contract calls for the tunneling of 4850 feet of the 5400-foot distance between the East Boston and the North End portals of the projected tunnel. It requires that this portion of the work shall be completed within two years of the official start and that

\$1000 a day shall be the penalty on the contractor for failure to complete the work according to the stipulated time.

Supplementary contracts in connection with the tunnel will not be let for many months yet, Mayor Curley said.

CLERKS PROTEST SALARY SCHEDULES

Ask Council to Disapprove
Fox Classification

Clerks employed in county offices, assistant clerks of the superior court and officers attached to the municipal courts registered vigorous protest to the city council last night against approval of the classification of positions and salaries in the county departments recommended by Budget Commissioner Charles J. Fox.

In contrast to virtual demands for compensation in excess of the maximum deemed equitable and ample by Commissioner Fox, officers of the superior court, through Chief William J. Leonard, expressed their appreciation of the increase of \$216 in the maximum compensation awarded them, and the majority of other classes of employees admitted, by their absence from the hearing, satisfaction with the recommendations of Fox.

Some idea of the value which clerks place on their services was conveyed by Frank J. McCarthy, representing the office personnel in the registry of deeds. It was their contention that a secretary and chief clerk is entitled to a maximum of \$5000, chief clerks \$3500, grade A principal clerks \$3000, grade B clerks \$2700, grade A senior clerks \$2500, and all other classes of clerks \$500 in excess of their present maximum.

The proposal of Commissioner Fox to separate the assistant clerks of the superior court into two grades, with maximum compensation of \$4800 and \$4200, brought forth a charge of discrimination by D. P. Colville and Michael F. Hart, who argued that as the duties and responsibilities of all assistants are equal, any grading would be unfair.

John W. Johnson, assistant register of deeds, asked for an increase to \$5000, or \$500 in excess of the commissioner's recommendation, and it was incorporated in the records that Register W. T. A. Fitzgerald, who stands to receive an increase from \$7485.92 to \$7500 has intimated that the job should carry a salary of \$10,000.

Municipal court officers, for whom Fox advised a maximum of \$2500 in the criminal sessions and \$2200 in the civil sessions, argued for a parity with superior court officers.

Analysis of the Fox classification revealed numerous instances of reductions of from \$200 to \$500 in the maximum compensation of employees, but under the law providing for the classification none of the incumbents can suffer any reduction. During the discussion it was noted that the present salary of \$1982.33 per year paid the telephone operator at the courthouse has been cut to a future maximum of \$1600.

The ruling of Corporation Counsel Silverman that Mayor Curley has veto power of any classification accepted by the council was challenged by Councilman Dowd, who intends to renew his suggestion for other expert legal advice on the subject.

TRAFFIC COMMISSION BILL SIDETRACKED

Leave to withdraw has been voted by the legislative committee on a report of Mayor Curley's bill that the traffic commission of Boston be abolished and its powers and duties taken over by the traffic commissioner of Boston.

The committee on state administration has reported favorably on the bill to change the name of the Massachusetts Agricultural College to the Massachusetts State College.

RECORD 3/14/31

Curley Hits at Critics of City's Costs

Mayor Curley, in a formal statement last night, sharply took issue with those who are publicly denouncing mounting municipal expenditures and replied directly to criticism that he had failed to commit himself on reducing Boston's overhead for the present year.

The mayor emphasized that his veto of proposed \$200 annual increase for policemen and firemen several weeks ago was expressive of his attitude as were his utterances before legislative committees.

He said his budget recommendations, to be presented to the city council next Monday, urge a reduction of \$5,243,545 from the original budget figure of \$44,201,393.41, the largest reduction in 10 years, with appropriations allowed 31 departments being lower than last year.

Commenting on the city's added obligations, the mayor pointed to old age assistance and he dwelt on the need for protecting real estate against exorbitant imposts.

"It is easy to sit at home, or in an office, and make the bald statement that maintenance expenditures for municipalities should, and must, be reduced," the mayor said. "It is quite another matter, however, to sit in the office of the chief executive of one of these municipalities and carry such a policy into actual operation when demands for adequate service and the advancement of the welfare of the community are being presented from all sections of the city."

CURLEY DEFENDS BOSTON BUDGET; HITS AT CRITICS

Mayor Says His Economy
Policy Strictest of Any
Executive in State

CITES VETO OF RAISE
FOR POLICE, FIREMEN

Declares Many Depart-
ments Cut Far Below
1930 Allotments

Mayor Curley, replying in detail last night to criticisms of the Democratic tax program, made in The Herald earlier this week by former Gov. Fuller and Alexander Whiteside, declared that he does not wish, through an increased tax rate, to add to the heavy burden now carried by owners of real estate.

He pointed out that nearly 80 per cent. of the total direct taxes collected each year by state and local governments are contributed by home owners and owners of business property.

"I have, therefore, advocated and will continue to advocate the passage of legislation which would help this year to offset the additional appropriations made necessary by the serious unemployment situation."

"It is easy to sit at home or in an office and make the bald statement the maintenance expenditures should, and must, be reduced," he added.

"I only wish that the leaders who seek the columns of the public press for the expression of their individual beliefs would offer specific suggestions for taxation relief rather than indulging in generalities which are not only unfounded in fact, but add nothing in the way of improving conditions as they actually exist."

MENTIONS VETO

He mentioned his veto of a council order to provide a \$200 increase in police and firemen's salaries, and his announcement that in view of present economic conditions no increases of any sort would be allowed city employees.

"To my mind," he added, "this is the most 'radical' utterance that any public official has made in connection with maintenance appropriations for the year 1931. In my public experience, ranging over a number of years, I can recall no similar decision."

DEFENDS ACTIONS

Mayor Curley's statement follows:

Much space has been devoted in the public press in the last few days, either by means of editorials or special articles, to what has been termed the ruinous process of mounting public expenditures. In these articles municipal officials have been charged with being oblivious to the present need of curtailment of expenditures wherever possible. There has been personally directed at myself, the criticism that I have failed to utter "one word about a radical reduction in Boston's expenditures for the year 1931, or about any need for economy on the part of municipal Boston."

In so far as these charges and criticisms apply to Boston, I present the following facts concerning the municipal appropriation policy that is being carried forward under my direction for the current financial year. These facts, if weighed and studied sanely and intelligently, offer the best refutation possible for the unfounded charges and criticisms that have been made. The editions of the Sunday newspapers of Feb. 1, 1931, and the minutes of the council meeting for Feb. 2, 1931, refute the charge that I have failed to give public utterance to the necessity for a radical reduction this year in municipal expenditures. The subject of the articles appearing in the publications previously mentioned was my veto of a council order to provide a \$200 increase in the existing maximum salaries of patrolmen and privates in the police and fire departments. In my veto message, I not only stated that I could not approve the increases proposed, but that in view of the existing economic depression I had come to the decision that, for this year at least,

no increases of any sort could be allowed to city employees. To my mind, this is the most "radical" utterance that any public official has made in connection with maintenance appropriations for the year 1931. In my public experience, ranging over a number of years, I can recall no similar decision.

In the three monthly conferences that have been held so far this year with department heads, I have stated that in view of the extraordinary disbursements of the public welfare department, it would be necessary this year to make radical reductions in departmental estimates and further, that department heads would not only be expected to live within their reduced allowances, but would also be called upon to effect savings wherever possible, so that at the end of the year unexpended departmental balances might be available if appropriations for public welfare and soldiers relief proved inadequate.

At the hearing before the legislative committee on municipal finances in January, relative to the fixing of the tax limit for this year, I publicly stated that it was my personal opinion that while the tax limit granted last year, namely, \$16, was not sufficient to cover the extraordinary needs of the current year, nevertheless I felt that I could not, in justice to the taxpayers of the city, ask for an increase in this limit. I further stated that if the committee, in its wisdom, saw fit to grant a \$16 limit I would positively prepare my budget so as to live within the total appropriating power authorized by such limit. So much for public utterances.

SLASHES BUDGET

The budget estimates as submitted by department heads for the current year total \$44,201,383.41. My budget recommendations, which will be presented to the city council at next Monday's meeting, proposes departmental allowances totalling \$38,957,837.99, or a reduction of \$5,243,545.42 from the original estimates as submitted. This reduction of departmental estimates is the largest to be made in the last 10 years of the budget experience of the city, and is \$1,800,000 in excess of the reduction made in 1930. Appropriations in the budget for 1931 are listed under 65 departments or divisions. It is interesting to note that appropriations granted to 31 of these departments or divisions are less than the amounts granted in 1930.

Eleven of the departments indicate negligible increases while only 23 departments or divisions show material increases. In this last group only four departments, namely, public welfare, hospital, police and library, reflect substantial increases over 1930. The 1931 budget, as it now stands, is approximately \$2,100,000 in excess of the budget for the previous year, despite the fact that it has been necessary to in-

crease appropriations for public welfare and relief by over \$3,100,000. Sober reflection will, I believe, lead to the decision that the \$1,000,000 difference reflected in the last two figures could only have been secured by radical reductions in maintenance expenditures.

Budget appropriations are segregated under 81 objects of expenditure. A comparison of the appropriations under these items in 1930 and 1931 shows that in 44 of the items either no increase is reflected or a substantial reduction has been secured. This reduction in over 50 per cent. of the budget items has been achieved largely by deferring appropriations wherever possible. Under this category are such items as the repair and upkeep of motor and motorless vehicles, public buildings, parks and playgrounds, the purchase of motor vehicles, office furniture and equipment, the hire of outside teams and trucks to supplement departmental equipment, travelling expenses, reconstruction and repair of streets and park roads, ways and appropriations for conventions and entertainment of distinguished guests. Among the items where it has been impossible to make any reduction and increased allowances have been necessary are the following: lighting of city streets and alleys, operation of traffic signals, removal of snow, cleaning of catch basins, purchase of additional books in the library department resulting from increased branch facilities, increased amounts for food, medicinal and surgical supplies, medical, surgical and laboratory equipment resulting directly from increased population at our hospitals and institutions, pensions and annuities, care of dependents, mothers' aid, and finally, a new item present this year for the first time in the budget, namely, old age assistance.

It is easy to sit at home or in an office and make the bald statement that maintenance expendi-

Globe 3/12/31

Post 3/13/31

MAYOR TELLS MOVES TO CUT CITY COSTS

Declares It Is Easy to Sit
at Home and Criticize

Says Specific Suggestions for
Taxation Relief Would Be Better

It is easy to sit at home, or in an office, and make the bald statement that maintenance expenditures for municipalities should and must be reduced, said Mayor James M. Curley last night in a long statement, in which he took a fling at the authors of articles in the public press on what has been termed the ruinous process of mounting public expenditures.

He said that he only wished that those who seek the columns of the press for the expression of their individual beliefs would offer specific suggestions for taxation relief, rather than indulge in generalities which, he said, are not only unfounded in fact, but add nothing in the way of improving conditions as they actually exist.

Mayor Curley's statement contained information concerning the municipal appropriation policy that is being carried forward under his direction for the current fiscal year, which, the Mayor said, was his answer to the criticism that he has failed to utter "one word about a radical reduction in Boston's expenditures for the year 1931, or about any need for economy on the part of municipal Boston."

Alleges Refutation

The Mayor stated that, if the facts contained in his statement are weighed and studied sanely and intelligently, they offer the best refutation possible for the unfounded charges and criticisms that have been made.

Mayor Curley said that the newspapers of Feb 1 and the minutes of the City Council meeting of Feb 2 refute the charges that he has failed to give public utterance to the necessity for a radical reduction this year in municipal expenditures.

Mr Curley said he referred to his veto of the Council order to provide a \$200 increase in the existing maximum for police and firemen. The Mayor said that, in his veto message, he not only stated that he could not approve the increases proposed, but that, in view of the existing economic depression, he had come to the decision that, for this year at least, no increases of any sort could be allowed to city employees.

Mayor Curley said that utterance was the most radical utterance that any public official has made in connection with maintenance appropriations for the year 1931. He added that, in his long years of public office, he cannot recall any such similar decision.

Urged Economy

"In the three monthly conferences that have been held so far this year with department heads," he said, "I have stated that in view of the extraordinary disbursements of the Pub-

lic Welfare Department, it would be necessary this year to make radical reductions in departmental estimates and further, that department heads would not only be expected to live within their reduced allowances, but would also be called upon to effect savings wherever possible, so that at the end of the year unexpended departmental balances might be available if appropriations for public welfare and soldiers' relief proved inadequate.

"At the hearing before the Legislative Committee on Municipal Finances in January, relative to the fixing of the tax limit for this year, I publicly stated that it was my personal opinion that, while the tax limit granted last year, namely, \$16, was not sufficient to cover the extraordinary needs of the current year, nevertheless I felt that I could not, in justice to the taxpayers of the city, ask for an increase in this limit. I further stated that if the committee, in its wisdom, saw fit to grant a \$16 limit, I would positively prepare my budget so as to live within the total appropriating power authorized by such limit. So much for public utterances.

Cut in Budget Figures

"The budget estimates as submitted by department heads for the current year total \$44,201,383.41. My budget recommendations, which will be presented to the City Council at next Monday's meeting, propose departmental allowances totaling \$38,957,837.99, or a reduction of \$5,243,545.42 from the original estimates as submitted. This reduction of departmental estimates is the largest to be made in the last 10 years of the budget experience of the city and is \$1,800,000 in excess of the reduction made in 1930. Appropriations in the budget for 1931 are listed under 65 departments and, however, to sit in the office of the chief executive of one of these municipalities and carry such a policy into actual operation when demands for adequate service and the advancement of the welfare of the community are being presented from all sections of the city.

"I realize better than any individual or citizen the heavy burden which now rests upon the owners of real estate. Nearly 80 percent of the total direct taxes collected each year by State and local Governments are contributed by this latter class. I do not desire through an increased tax rate, to augment this heavy burden. I have, therefore, advocated and will continue to advocate the passage of legislation which would help this year to offset the additional appropriations made necessary by the serious unemployment situation. By advocating such legislation and by eliminating every item of expense that I consider unnecessary from the municipal budget I have endeavored to keep faith with the taxpayers of the city. I claim no individual credit for this endeavor, because I know that my attitude is the same as that taken by every other chief executive of a municipality within this Commonwealth. It has been well said that this country is suffering today from a lack of leadership."

TO DECIDE ON SCHOOL BUILDINGS

Fin. Com. Will Determine
Cost Policy
Today

Chairman Frank A. Goodwin has called a meeting of the Finance Commission for this afternoon to reach a decision on its policy in regard to application of the Boston School Committee for authority to spend \$16,977,000 on school construction during the next three years under the bill which will be given a legislative hearing next Monday.

MAY OPPOSE LEGISLATION

Because of the failure of the Finance Commission and the school authorities in their secret sessions during the past week to reach an agreement on the construction programme, it was indicated that Chairman Goodwin would oppose the requested legislation at the State House.

With at least one other member of the Finance Commission he has insisted that the school authorities should not build another high school until adequate accommodations had been provided for the younger children in the elementary and intermediate grades.

Girls' High Storm Centre

The storm centre of the controversy has been the proposed \$1,500,000 new building for the Girls' High School, to which the school committee was committed by a "gentleman's agreement" a few weeks ago at the insistence of Mrs. Elizabeth West Pigeon and Dr. Joseph V. Lyons.

Before relinquishing available funds for the construction of two intermediate schools recently, they brought the majority of the school committee into an agreement that the new Girls' High School should be the first item on the high school building programme. Chairman Joseph J. Hurley of the school committee stated.

Loan Policy Urged by Mayor

Because the school debt has been reduced to only \$4,000,000 on \$58,000,000 worth of buildings, Mayor Curley has recommended that a loan policy be adopted this year for the construction of school buildings, and that during the next two years the money be raised by taxation as well as by bond issues. Whether this financial plan will meet the approval of the Finance Commission will be decided late today.

POST

3/13/31

CALLS OFF ALL SUBWAY PLANS

Transit Council, Faced With Big 'L' Deficit, Postpones Action on \$50,000,000 Program

Faced with the problem of raising \$1,000,000 by taxation to meet the impending Elevated deficit on July 1, the Mayors and selectmen of the cities and towns served by the system met yesterday with Mayor Curley at City Hall and voted to postpone the \$50,000,000 subway construction programme until the State definitely determines upon the future status of the Elevated company.

SITTING AS COUNCIL

Though the voters of the 14 cities and towns served by the railway system showed a plurality in the State election, last November, for the extension of public control, official action has not been taken by the State authorities to extend the term of public management, return the road to private ownership or purchase the road.

The Mayors and Selectmen, sitting as the Metropolitan District Council, rescinded their vote of Dec. 22, when they recommended the construction of a new rapid-transit line from Union square, Brighton, to Arlington Centre; another from South Huntington and Huntington avenues, near Brookline Village, to Orient Heights, East Boston, and the purchase of the Chelsea division of the Eastern Massachusetts Street Railway, all at a cost of about \$50,000,000.

On the roll-call, Revere and Watertown representatives refused to vote for the abandonment of the plans at this time, but the measure was carried with 31 votes, as the other members joined with Mayor Curley.

Will Drop Bills

As a result of this action, the Metropolitan District trustees, headed by Chairman Edward L. Logan, will drop their campaign to obtain legislative authority to carry out the plan of rapid-transit construction.

Following the meeting, Mayor Curley, as chairman of the Metropolitan Transit District Council, stated, "The Metropolitan Transit Council on Dec. 22, 1930, considered favorably the report and recommendations of the trustees of the Metropolitan Transit District, and instructed them to prepare bills in accordance with that report.

"The Council now feels," the Mayor's statement read, "that it is unwise to submit any bills covering these recommendations until such time as the Commonwealth definitely determines upon the future status of the Boston Elevated railway."

The trustees had recommended the purchase of the Chelsea division of the

Eastern Massachusetts to provide through service at Scollay square, the present terminal of the Chelsea and Revere cars.

Two Subway Plans

It was proposed to start a new subway at Union square, Brighton, to proceed under Brighton avenue and Commonwealth avenue, through the present subway at Governor square, to Park street, and Haymarket square and then over the Elevated line to Lechmere square, where it would swing down to the Boston & Maine roadbed and proceed as far as Arlington Centre.

The second subway was proposed to start at Huntington and South Huntington avenues, and proceed under Huntington avenue to Dartmouth street, then to Park square and under the Common and Beacon Hill to Bowdoin square, there to connect with the East Boston tunnel, which would be extended from Maverick square to Orient Heights.

TRAVELER 3/13/31

SCHOOL FIGHT NEARS DEADLOCK

Plans of Board and Finance Commission Show Wide Difference

PROGRAMS WILL BE PRESENTED MONDAY

The difference of opinion between the school committee and the finance commission over the multi-million dollar school construction program in Boston rapidly neared a deadlock last night as both bodies prepared to present widely varying plans to the legislative committee on municipal finance Monday.

The school committee, through its chairman, Joseph J. Hurley, filed a bill for the construction program which totaled \$16,977,000 and included building of high, intermediate and elementary schools over a period of years. The finance commission, through its chairman, Frank A. Goodwin, has opposed this plan at every stage.

In the last few days, both bodies met at secret sessions and decided on their plan of battle.

The finance commission will present a construction program which will be based mainly on the needs of the intermediate and elementary school population, the commission taking the view that the erection of intermediate schools would lessen the strain on high schools.

Perhaps the most important feature of the finance commission plan will be the proposal to bond the entire cost of a construction program to last three years. It means a bond issue in excess of \$12,000,000. The proposal to bond the entire cost is said to have been sponsored by Judge Joseph A. Sheehan, a member of the finance commission.

The finance commission's decision to file a plan of its own followed a conference with the school committee at the commission's room Wednesday. At that time the plan was discussed, but the school committee failed to agree with the finance commission.

SPLIT LOOMS

Last night the school committee held a special and secret meeting to decide the major details of the plan. Disagreement among the members indicated that the school committee may face the legislative committee a disunited body, with the committee split into factions advocating certain plans over others.

The most important feature to be presented to the school committee was the suggestion of a member that the 68 cents tax on real estate for construction of school buildings be eliminated and \$3,000,000 be given annually to the school committee so that a consistent building program could be outlined and adhered to over a period of years.

As the present 68-cent tax per \$1000 of valuation brings the school committee about \$1,400,000, the increase would be \$1,600,000 and would permit the committee to plan several years ahead. Under present conditions, the school committee, for several important items in its budget, must wait until the valuation of the city's property is announced before allocation can be made.

PROGRAM APPROVED

The program of the finance commission was approved at a special meeting yesterday, but its details will be withheld until the hearing Monday. Mr. Goodwin, it is understood, will be armed with facts discovered by the survey committee which his commission employed to investigate the Boston school system.

Organizations which have in the past criticised the school committee for not eliminating portables fast enough will be asked to have representatives on hand at the hearing Monday to tell the legislators of the needs of Boston school children.

MAYOR DEMANDS HALF OF 'GAS' TAX

Tells Legislators Cities and Towns Must Have Relief to Halt Much Higher Real Estate Levy

BY ROBERT T. BRADY

Although he declared he had no desire to interfere in any way with the carrying out of Governor Ely's programme for new State highway construction, to be financed by an increase of one cent in the tax on gasoline, Mayor Curley told a group of legislators at a luncheon at the Parker House yesterday that he regards it as of more importance to furnish relief to cities and towns in the present emergency and urged the solons present to support him in his plan to have half of the revenue from the present two-cent gasoline tax returned to the municipalities, as provided for in Senate Bill 47.

SEE MONKEY WRENCH

Although some of the Republican members at the conference expressed the belief that the Mayor's latest proposal might throw another monkey wrench into the machinery on Beacon Hill and cause further opposition to the Ely highway measure, most of those who attended the Parker House luncheon were of the opinion that the Mayor's proposition will have to be considered wholly apart from the road bill and that the Legislature will decide each question on its own merits.

Curley told those present yesterday that the State, with its present engineering force, cannot spend more than \$12,000,000 to advantage in highway work in any year, that the highway fund at present, with the revenue from the gasoline tax, the registration and license fees, fines for violations of traffic laws and federal aid, amounts to approximately \$19,000,000. If one half of the present gasoline tax should be returned to the cities and towns, he contended, it would amount to only \$5,000,000, leaving \$14,000,000 left with which to finance highway extensions.

It was the Mayor's first proposal for a 10 per cent increase in the tax on incomes and corporations which brought about the determined opposition early this week to the \$11,500,000 expenditure for new highways and a new department of public works building. When a conference of the Mayors and Selectmen from various parts of the State failed to agree with Mayor Curley on that proposition, he accepted a new plan, under which the various municipal

officials would urge their representatives to vote for Senate Bill 47, which would return half of the present gasoline tax revenue to the cities and towns.

Favors Added "Gas" Tax

It was in furtherance of this plan that Mayor Curley called a conference of Greater Boston legislators, Republicans and Democrats, at yesterday's luncheon at the Parker House. The Mayor pointed out that the cities and towns have been burdened with excessive expenditures this year for welfare work, due to the unemployment which followed the business depression. He told the men present that he favored Governor Ely's plan, under which an additional cent would be levied on gasoline, and that he also wished to have one-half of the present revenue distributed to the cities and towns, to be used for local highway and street construction, thus releasing for the use of the welfare and other city or town departments money that would be collected from real estate and personal property, without unduly increasing the burdens on property of that kind. The Mayor said that unless relief is furnished to cities and towns through additional revenue from the gasoline tax, real estate and personal property will have to bear most unusual burdens in this time of emergency.

He said further that the engineering force of the city of Boston is larger than that of the State, yet the city could not handle more than \$12,000,000 of new highway construction in any given year, and he felt sure the State could not do so.

Casson Sees Inconsistency

Representative Abraham B. Casson of Roxbury was the only one at the conference to challenge the Mayor's statements in any way, and he suggested that it would be inconsistent to vote for a one-cent gasoline tax increase to pay for the four-year notes to furnish the highway extensions and at the same time pass legislation to return half of the present gasoline tax revenue to the cities and towns. Mayor Curley replied that in this time of dire emergency the cities and towns were not looking for logic as much as they are for money.

Representative Horace T. Cahill of Braintree, a Republican, who was strongly opposed to the Ely highway programme, said that he proposed to try to have the highway bill in the House amended by striking out all provision for new highways and the new public works building, leaving only the one-cent gasoline tax increase, with one-half of that to be returned to the cities and towns.

Cahill said that in his opinion the

construction of State highways would provide only little work for the unemployed and that those who got it would be only the "scum of labor."

When Governor Ely was informed last night of the conference of Mayor Curley with the Greater Boston solons, his excellency said he had no comment to make. The Governor indicated, however, that he is confident of the ultimate success of his recommendation for expenditure of the \$11,500,000 for new State highways and a new department of public works building.

His confidence in that respect appeared to be justified to a considerable degree, for it was learned last night that already amendments are being drafted for presentation to the bill when it comes up for its third reading in the House, under which it is hoped additional Republican support will be brought to the bill and make it probable that the necessary two-thirds vote for the issuance of notes will be available when the measure reaches the enactment stage.

The bill was held in the committee on bills in the third reading yesterday, and Representative Casson, chairman of that committee, said he believed it will be possible to bring the measure back on the floor of the House for its third reading Tuesday.

GLUBIE 3/13/31 DECIDE AGAINST SUBWAY EXTENSION

Decision Reversed by Metropolitan Council

Say Future of Elevated Road Must First Be Determined

Mayors and Selectmen of the Metropolitan Transit Council, numbering 33, and representing 14 cities and towns met in conference yesterday afternoon at the office of Mayor Curley and reversed their decision of Dec 22 when it considered favorably the report and recommendations of the trustees of the Metropolitan Transit district and instructed them to prepare bills in accordance with that report.

Yesterday the Council decided that it feels it to be unwise at this time to submit any bills covering those recommendations until such time as the Commonwealth definitely determines upon the future status of the Boston Elevated Railway Company. The dissenting votes were cast by Revere and Watertown.

It was a \$50,000,000 proposition which called for a rapid transit system from Union sq, Brighton to Arlington and from South Huntington av to Orient Heights, hooking into the East Boston tunnel, as well as the purchase of the Chelsea division of the Eastern Massachusetts Street Railway.

Yesterday morning Mayor Curley conferred with the trustees of the Metropolitan Transit district and according to the Mayor, the trustees were in accord with the action which was later taken by the Transit Council members.

one of the prominent Republican members of the House, was the only legislative member at the luncheon to argue with the mayor over some of the things he had said. Mr. Casson said he thought it would be inconsistent for those who had twice voted in favor of the ways and means committee's bills to turn about and vote for the Curley plan. Mr. Curley's answer was that in such dire times as the present the cities and towns were looking for money, not logic. Representative Casson, who is chairman of the committee on bills in the third reading, now has the ways and means bill in his possession and hopes to be able to return the measure to the floor of the House Tuesday.

Representative Horace T. Cahill of Braintree, who was one of those who opposed the Ways and Means bill most vigorously in the debate Wednesday and Thursday, said he intended to move to strike out all provision for new highways and the new office building for the State Department of Public Works, and would vote only for a one-cent gas tax increase with the provision that half of the proceeds be returned to the cities and towns. Under the bill as at present constituted, Mr. Cahill said at the luncheon, only "the scum of the labor market" would get any work to do and the contracts would probably be let to contractors from outside the State. At any rate, he declared, his home town of Braintree would not get much out of it.

Governor Ely was told of what had happened at the luncheon last night before he left to spend the week-end at his Westfield home. He said he had no comment to make.

No Effort to Injure Ely Program, Says Mayor

"The conference of legislative representatives from the city of Boston held on Friday was called in conformity with an agreement made by the mayor of each Massachusetts city and the chairman of each board of selectmen for the purpose of presenting facts relative to the abnormal requirements in the budget for 1931 for the relief of the unemployed and needy. Similar meetings will be or have been arranged by the mayors and chairmen of boards of selectmen of most of the cities and towns in the Commonwealth.

"The charge that the action was a deliberate attempt to injure in any way the legislative program of Governor Ely or was intended in a hostile spirit is ridiculous and absolutely without foundation. It was specifically set forth at the meeting held upon Friday at the Parker House that the executives of the municipalities of the Commonwealth were unanimously in favor of a one-cent increase in the gasoline tax and likewise unanimously in favor of Senate Bill 47, which provides for a distribution of one half of the gasoline revenue now received by the Commonwealth out of the present two-cent tax. That there might be no misunderstanding and that each member of the Legislature might be familiar with the facts a communication was mailed after the meeting to every member of the State Legislature setting forth the above.

"I have a profound appreciation of the problems confronting the governor and I am only too familiar with those confronting myself and the mayors of cities and the chairmen of the boards of selectmen throughout the Commonwealth. The needy are not responsible for the present industrial depression, and it is futile to depend upon the benevolence of the public to provide for their needs. So that until society has devised the machinery for providing for the unfortunate and needy it is plainly the duty of those

in public office to meet the situation in such manner as will be the least burdensome to the public as a whole, and until some better method is presented than that determined upon by the mayors and chairmen of boards of selectmen there is no other course open but to labor earnestly and actively in behalf of the proposed legislation."

AMERICAN 3/13/31 CURLEY STANDS BY GOVERNOR

"Nothing could be further from the truth than that the relations between Governor Ely and me are not harmonious," said Mayor James M. Curley today in denying reports that there has been a rupture between himself and the governor over pending legislation.

It was predicted in a morning paper that a rupture between the governor and mayor loomed as a result of Mayor Curley's statement to more than 60 members of the Legislature at a private meeting yesterday that the State Department of Public Works was not equipped with an adequate engineering force to efficiently carry out the governor's \$30,000,000 state highway construction program.

The mayor said:

"I have a profound appreciation of the problems confronting Governor Ely. There is no other course open but to labor earnestly and actively in behalf of the proposed legislation."

The mayor referred to the proposal to raise \$11,500,000 by short term notes for building of State roads, by addition of one cent a gallon to the gasoline tax.

R. W. Dean, chief engineer of the State public works department said today:

"The State department of public works can handle, without difficulty, all the work under consideration for 1931, including all the projects in the proposal of Gov. Ely, without any question."

He said the department has \$3,000,000 worth of work ready to advertise as soon as the Legislature appropriates the money.

TRANSCRIPT 3/13/31 Transit Body Abandons Its Subway Plans

Faced with "L" Deficit, Cities and Towns Reverse Action on \$50,000,000 Program

Mayors and selectmen of the cities and towns served by the Elevated system, sitting as the Metropolitan Transit Council with Mayor Curley at City Hall, yesterday, took the surprising action of abandoning the \$50,000,000 subway program until the State definitely determines on the future status of the Elevated Company. The immediate reason assigned was the possibility of being obliged to raise \$1,000,000 by taxation to meet the impending Elevated deficit on July 1.

The Council rescinded its vote of Dec. 22, when they recommended the construction of a new rapid-transit line from Union square, Brighton, to Arlington Centre; another from South Huntington and Huntington avenues, near Brookline Village, to Orient Heights, East Boston, and the purchase of the Chelsea division of the Eastern Massachusetts Street Railway, all at a cost of about \$50,000,000.

On the rollcall, Revere and Watertown representatives refused to vote for the abandonment of the plans at this time, but the measure was carried with 31 votes, as the other members joined with Mayor Curley.

Following the meeting, Mayor Curley, as chairman of the Council, stated, "The Metropolitan Transit Council on Dec. 22, 1930, considered favorably the report and recommendations of the trustees of the Metropolitan Transit District, and instructed them to prepare bills in accordance with that report.

"The council now feels that it is unwise to submit any bills covering these recommendations until such time as the Commonwealth definitely determines upon the future status of the Boston Elevated Railway."

The trustees had recommended the purchase of the Chelsea division of the Eastern Massachusetts to provide through service at Scollay square, the present terminal of the Chelsea and Revere cars.

It was proposed to start a new subway at Union square, Brighton, to proceed under Brighton avenue and Commonwealth avenue, through the present subway at Governor square, to Park street and Haymarket square and then over the Elevated line to Lechmere square, where it would swing down to the Boston & Maine roadbed and proceed as far as Arlington Center.

The second subway was proposed to start at Huntington and South Huntington avenues, and proceed under Huntington avenue to Dartmouth street, then to Park square and under the Common and Beacon Hill to Bowdoin square, there to connect with the East Boston tunnel, which would be extended from Maverick square to Orient Heights.

Curley Wrong About Public Works Dept.

**Chief Engineer Dean, Replying
to Mayor, Says Ely Program
Can Be Handled**

Part Ready Now

**House Might Amend Bill to
Make Two-Thirds Majority
Unnecessary**

By Richard D. Grant

The State department of public works is fully equipped and prepared to handle without difficulty all of the work now under consideration for 1931, including the proposed emergency program of Governor Joseph B. Ely, notwithstanding the imputation to the contrary made by Mayor James M. Curley of Boston at a luncheon of legislative members yesterday. Denial of the mayor's charge was made today by A. W. Dean, chief engineer of the public works department, who acted in the absence of Commissioner Frank E. Lyman.

Mr. Dean did not refer to the mayor by name, but said he wished to give out a statement with reference to one made recently "by someone not connected with the Department of Public Works of the Commonwealth." The chief engineer said the department already is in a position to advertise for bids on \$3,000,000 worth of the work called for in the governor's \$10,000,000 road program, needing only the approval of the Legislature to go ahead with it. It also has about \$200,000 provided under Chapter 90 of the General Laws, under which the city or town shares the expense of local construction on a split basis with the State and county, ready for advertising, and has let contracts for this year's work for \$2,650,000.

In reply to the mayor's statement that he could not see how the smaller State engineering force could carry out a \$20,000,000 program in a single year when the Boston engineering department could not do so, Mr. Dean said:

Engineering Force Adequate

"The engineering force of the Commonwealth, is far greater than that of the city of Boston, the Commonwealth having approximately 700 engineers while the city of Boston has approximately 200 engineers in the street and public works departments."

The full statement follows:

"With reference to a statement recently made by someone not connected with the Department could not possibly handle the projects proposed by the program of His Excellency, the Governor, because

of the lack of an adequate engineering force, the Department wishes to make the following statement.

"The Department can handle without difficulty all the work under consideration for 1931, including all the projects in the proposal of His Excellency, the Governor, without any question.

"The department has already approximately \$3,000,000 worth of work ready to advertise for bids of the \$10,000,000 of the governor's program, awaiting appropriation from the Legislature. The department has also approximately \$200,000 in Chapter 90 work already to advertise for bids and awaiting appropriation by the Legislature. By the time the Legislature has acted upon the budget and the proposal of his excellency, the governor, the department will have a much larger amount available for immediate advertising for bids. The department has already let contracts for this year involving \$2,650,000. The engineering force of the Commonwealth is far greater than that of the city of Boston, the Commonwealth having approximately 700 engineers, while the city of Boston has approximately 200 engineers in the street and public works department.

There is one chance for the \$11,500,000 emergency construction bill to pass the House when it comes up again next week, even if Speaker Leverett Saltonstall and the other Republicans opposing it do not change their present united front. It is not a very strong possibility, however, as it would embody what most of the Democratic members would consider too much of a concession to Mayor James M. Curley, in his proposal to return money to local municipalities.

The Ways and Means bill, in its present form, cannot pass, as a two-thirds vote is mandatory under the Constitution. But if it should be so amended as to provide for the return of the revenue, or a portion of it, receive from the gasoline tax increase, to the cities and towns for specific expenditure on highway construction, a three majority would be required for enactment.

Amendment to Be Moved

Representative Cahill of Braintree has announced that he will move such an amendment, insofar as it affects the gas tax increase. Others who have discussed it and who feel favorably inclined to such a proposition point out that the State could collect \$5,000,000 a year, or \$20,000,000 over a four-year period, through a one-cent gas tax increase. If expended by the cities and towns under State supervision, they argue, it would have more weight as an unemployment relief measure because the people employed on the construction jobs would naturally be local people, who could live at their homes while working, whereas on large State projects, the work would be centered in a few localities.

Inasmuch as such a proposition would be more or less in line with Mr. Curley's suggestion, except that he sees no reason why the money could not be taken from the present two-cent gasoline tax, those backing the governor's plan would undoubtedly line up against it. They would naturally argue that if the \$5,000,000 a year were to be taken out of revenue which is now received by the State, some means of replacing that sum would have to be found.

If the Ways and Means bill remains unamended, the House by the same margin as on Thursday, can pass it to be engrossed and send it to the Senate, where, rumor has it, the upper branch is ready to pass it through its readings without serious opposition, in which event it would then come back to the

House for enactment. Many things may happen over the week-end. Last week the whole complexion of the bill was changed while the members were at their homes, but if no further changes of a startling nature occur in the meantime and the bill passes through these channels, it will be smothered by the Saltonstall-Bateman-Jewett opposition when the lower branch is called upon to place its final approval upon the legislation. The cognoscenti are saying that certain political interests will be perfectly satisfied to have this happen as it will leave Speaker Saltonstall in the position of greatest responsibility for the failure of

the matter to pass. On the other hand there has been no indication to date that the Speaker will avoid such an eventuality.

The Mayor's Luncheon

Mayor Curley entertained a large group of members of both branches of the Legislature at luncheon at the Parker House yesterday afternoon and asked them to support him in his attempt to have one-half of the revenue now received from the two-cent gasoline tax returned to Massachusetts cities and towns, as outlined in a bill now before the General Court.

Although the mayor disclaimed any desire to interfere with the success of Governor Ely's program for emergency construction work, after the conference broke up several Republican members voiced the opinion that this latest proposal might have a still further disturbing effect on the Ely program. Others said that they would insist that Mr. Curley's proposal be considered entirely apart from any project sponsored by the chief executive.

Mr. Curley told his guests that it would be impossible for the State to expend the amounts called for in the Ely program, being of the opinion that the limit that could be spent in any one year for highway work under present conditions was \$12,000,000. The highway fund, with the gas tax revenue, registration and license fees, fines for violation of traffic laws and Federal aid, he declared amounts to \$19,000,000. If one-half of the present gas tax revenue were returned to the cities and towns, said the mayor, it would amount to but \$5,000,000, leaving \$14,000,000 with which to finance highway extensions.

The mayor told the legislators the same story he had repeated earlier in the week to the Massachusetts mayors and selectmen who answered his call to discuss his now defunct proposal to raise the income tax 10 per cent, a suggestion, by the way, which had a most disastrous effect on the bill reported by the Ways and Means Committee, based principally on Governor Ely's recommendation. He said that the local municipalities have been so burdened by the unusual demands for welfare work, because of the industrial situation, that some relief is needed. He favored the governor's plan to increase the gasoline tax one cent, he said, but he wished it might be possible to return half of the present tax of two cents to the cities and towns. Unless relief of this kind is forthcoming, he declared, the extra burden will have to be borne by the real estate and personal property taxpayers.

Boston Couldn't Do It

The engineering force of the city of Boston is larger than that of the State, said the mayor, and he felt sure that the Boston engineers could not handle such an ambitious program as that which Governor Ely would place upon the shoulders of the State department.

Representative A. B. Casson of Boston,

R. E. Exchange for Artery to Tunnel Entrance

**This Would Mean Cutting
Through to Hanover St.
or North St.**

The Boston Real Estate Exchange, in a statement issued today, recommends, in addition to its recent endorsement of the widening of Chardon and Merrimac streets, cutting the Central Artery route through as far as either Hanover or North street, so as to give "adequate connection between Cambridge street and the East Boston Traffic Tunnel entrance." The Boston Planning Board has been anxious to secure authorization from the Legislature to go ahead this year with the proposed artery as far as State street, beyond which street there still remains some question as to the route that will be selected finally. There is a question whether the artery should swing into Atlantic avenue, following that street to Dewey square, on its way to Kneeland street and beyond, or should cut through to Fort Hill square, then practically follow Purchase street to Federal street and across lots to Kneeland street. The exchange's statement follows:

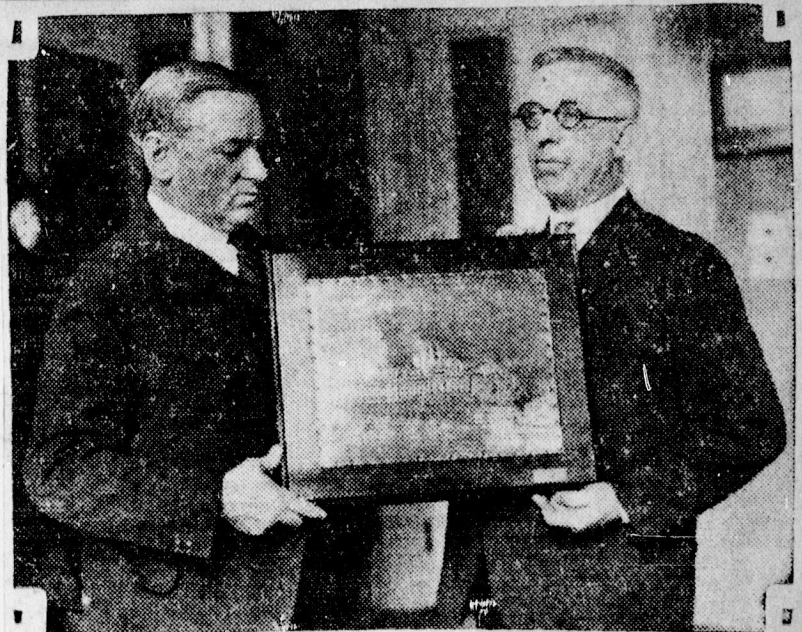
"The streets of downtown Boston were adequate until motor vehicles replaced horses. Until then no one could have believed that in a few years the streets would become so crowded as to choke business and seriously depress land values. But this has come about and the public authorities are seeking a remedy.

"The local use of streets for transportation to, from or between points within the congested area is not the cause of the trouble. That use has probably not increased since the days of horses. The congestion apparently results from two main causes: (1) Parking of cars in the streets and, as an incident to this, the habit of driving short distances instead of walking; (2) Increased trucking through the downtown part of Boston between points outside the city.

"As to parking, the actual obstruction caused by parked cars is obvious; also it is clear that if people are allowed to park their cars practically wherever they please they will drive themselves in the congested areas, instead of walking, and thus add to the trouble. It is difficult to stop parking, the habit seems to have become ingrained. We have suggested a remedy which, however, as far as we know, has not been tried. This is to provide that the registration of a car shall be suspended by the Registrar of Motor Vehicles on complaint of anyone that it is found parked in the street for more than a definite time. The owner of the car should be given opportunity to be heard by the registrar, but the burden of proof should be put upon the owner to show cause why his registration should not be suspended, or in flagrant cases revoked.

"The congestion caused by increased trucking through the downtown section cannot be dealt with so easily. The public authorities have been considering this matter for a number of years. The best solution appears to be that proposed by

Presents Plaque of Mayor



Irving O. Bailey, right, presenting to Mayor Curley a bronze plaque of the new municipal ferryboat General Sumner.

a broad thoroughfare through the outside edge of the congested area and to build an elevated roadway in the middle of this thoroughfare to take the through travel.

"This is an enormously expensive project. Clearly the thoroughfare cannot be laid out in the location where it would be most effective because of prohibitive land damages, but it may be carried round the edge of the congested area at an expense which though very great, is still within the means of the public.

"Various routes have been suggested for this improvement at different times. The tendency appears to be to incline it nearer and nearer to Atlantic avenue. We believe that the best route will be found, in the last analysis, to include part of Atlantic avenue at least southerly from State street or Broad street.

"At present we recommend beginning on the northerly portion of the project by widening Chardon and Merrimac streets and cutting through to Hanover or to North street, so as to give adequate connection between Cambridge street and the East Boston Tunnel entrance.

"We think, however, that the whole project must be completed before substantial relief is obtained."

FIN. COM. TO HIT SCHOOL PLAN

**Indicates Opposition to
Committee Programme**

That the Boston Finance Commission will oppose the attempt of the school committee to obtain \$16,977,000 for a three year building programme before the Legislative committee on municipal finance next Monday, was indicated last night following a meeting of the commission.

Chairman Frank A. Goodwin stated after the meeting that the commission had drawn up a programme which it voted would be made public at the Legislative hearing. But the very fact that the commission had a programme of its own liking indicated that it was not satisfied with the programme presented to the Legislature by the school committee.

During the sessions between the school committee and the Finance Commission, Chairman Goodwin publicly insisted in his opposition to the proposed construction of a new girls' high school building until adequate facilities have first been provided for the younger pupils in the intermediate and elementary grades.

As the school committee has committed itself to the plan of erecting a new high school for the girls, a vigorous battle between Chairman Goodwin and Chairman Joseph J. Hurley of the school committee is expected at the Legislative hearing on Beacon Hill.

GLOBE 3/14/31

COMMISSION OPPOSES SCHOOL BUILDING PLANS

The Boston Finance Commission held an executive meeting yesterday and considered the building construction program of the Boston School Committee which is before the committee on municipal finance at the State House.

The program involves the expenditure of \$16,977,000. Chairman Frank A. Goodwin of the Finance Commission said last night that the commission would oppose the building program he

Mayor Slashes City's Budget by \$5,000,000

Resents Criticism of Those Who Sit in Their Offices and Offer No Remedy

Mayor Curley, replying to criticism of lack of economy in the expenses of Government as offered by former Governor Fuller and former Corporation Counsel Alexander Whiteside, makes public his treatment of the 1931 municipal budget and states that he has slashed the estimates of department heads more than \$5,000,000, the greatest cut on record. He declared that what the country lacks is responsible leadership.

Chief among the items which have been reduced, the mayor stated, are those for the construction and repair of streets and parkways, repair of public buildings, motor vehicles and trucks, furniture and equipment, hiring of teams and trucks, improvements for parks and playgrounds, travelling expenses and appropriations for conventions and public celebrations.

Increased expenditures were required this year particularly for increased amounts of food, medicinal and surgical supplies, medical, surgical and laboratory equipment resulting directly from increased population at the hospitals and institutions, pensions and annuities, mothers' aid, old-age assistance, street lighting, traffic signals, snow removal and books for the new branch libraries.

The mayor declared that although the public welfare department will require \$3,100,000 more than was needed in 1930 to care for the poor and the unemployed, the appropriations for this year are only \$2,100,000 over those of last year, representing a practical saving of \$1,000,000.

The mayor recalled his recent action in vetoing the order of the City Council for a \$200 salary increase for the members of the police and fire departments, as well as his pronounced decision to allow no wage increase to the 20,000 city employees this year because of the necessity of providing money for the relief of the poor and unemployed. This, he said, was the most "radical" statement for the reduction of expenses that has been made in the recent history of the city.

Total Is \$38,951,837

Of the 65 departments at City Hall, 31 will be given less money than they had

last year, 11 will receive negligible increases and 23 will receive material increases, including the four major departments affected by unemployment.

After surveying the needs of the city services for the year, the department heads in their budget estimates asked for \$44,201,383.41 and the mayor cut out \$5,243,545.42, leaving \$38,951,837.99 as the amount of money the city will have to appropriate in the 1931 budget to meet the essential demands of the public, he said.

Boston's expenditures for the year have been cut \$1,000,000, the mayor said, by deferring until another year items which required cutting more than 50 per cent of the objects of expenditure.

"It is easy," said the mayor, "to sit at home or in an office and make the bald statement that maintenance expenditures for municipalities should, and must, be reduced. It is quite another matter, however, to sit in the office of the chief executive of one of these municipalities and carry such a policy into actual operation, when demands for adequate service and the advancement of the welfare of the community are being presented from all sections of the city. I realize, better than any individual or citizen, the heavy burden which now rests upon the owners of real estate. Nearly 80 per cent of the total direct taxes collected each year by State and local governments are contributed by this latter class. I do not desire through an increased tax rate to augment this heavy burden.

"I have, therefore, advocated and will continue to advocate the passage of legislation which would help this year to offset the additional appropriations made necessary by the serious unemployment situation. By advocating such legislation and by eliminating every item of expense that I consider unnecessary from the municipal budget, I have endeavored to keep faith with the taxpayers of the city. I claim no individual credit for this endeavor, because I know that my attitude is the same as that taken by every other chief executive of a municipality within this Commonwealth. It has been well said that this country is suffering today from a lack of leadership. I only wish that the leaders who seek the columns of the public press for the expression of their individual beliefs would offer specific suggestions for taxation relief rather than indulging in generalities which are not only unfounded in fact, but add nothing in the way of improving conditions as they actually exist."

Parade Route on March 17 to Be Lengthy

Dances and Other Celebrations to Mark Evacuation Day— Veterans to March

Veterans from nearly every organization and individual post and branch in metropolitan Boston will join in the annual Evacuation Day parade Tuesday afternoon at two o'clock at South Boston. The parade is scheduled to start from Edward Everett Square at Columbia road to Dorchester avenue, to Andrew square, to Dorchester street, to West 6th street, to E street, to West 4th street, to G street, circle Thomas Park to East 6th street, to H street, to East 4th street, to I street, to Columbia road to K street, to Marine road, to Ticknor street, to Columbia road, to L street, to East 4th street, to Farragut road, to East Broadway, to West Broadway, with dismissal at West Broadway and Dorchester avenue.

Reviewing stands will be at Dorchester street and West Broadway for Gold Star Mothers; at B street and Broadway for the Governor, Mayor and invited guests, and at A street and Broadway, for the chief marshal and his staff.

This parade route is the longest parade route ever arranged for Evacuation Day and was announced by Edward M. Sheehy, who was named chief marshal of the day. Mayor James M. Curley will dedicate a new bathhouse at L Street when the procession reaches that point. On Sunday evening, the annual historical celebration will be held at the Broadway Theatre and on Monday evening the annual banquet of the South Boston Citizens' Association will be held at the Bradford Hotel on Tremont Street.

The Major M. J. O'Connor Camp has invited members from all camps of the United Spanish War Veterans to take part in the parade. The O'Connor Camp will be hosts to the marching veterans at refreshments following the parade. The Theodore Roosevelt Detachment of the Marines Corps League will march with the Oliver Ames Post, American Legion, Drum and Trumpeter Corps as escort. American Legion and Veterans of Foreign Wars posts will also be represented. Tuesday evening the Ames Post of the Legion will sponsor a dance for the benefit of the Drum Corps at the ED Club on Huntington avenue.

RELIEF OF THE POOR

The figures published recently in The Herald, showing the expenditures of welfare departments in various cities, are a strong argument against the immediate necessity of the old age pension law. Boston paid out almost \$1,000,000 on direct relief in January and February. The old as well as the young were beneficiaries. The total outlay in 1930 exceeded that of 1929 by \$1,200,000. The 1931 figure will be almost \$6,000,000. Fitchburg disbursed \$94,000 in 1929 and \$91,000 in 1930, and is now going at the rate of \$180,000 annually.

The story is the same all along the line. There have been more calls for relief than ever before. In every section the appeals have been answered adequately. Every mayor and head selectman in the commonwealth will testify that all deserving cases are promptly taken care of at present.

It is a question whether the Legislature should have passed this measure and whether Gov. Allen should have signed it. It was said at the time that it was the least objectionable of various proposals. That was probably correct. If we were to embark on a policy of this kind, the measure was at least defensible. There is hardly any justification, however, for passing such a bill before providing the necessary revenue or having a fairly clear idea as to the source of it. Even today, little if any progress has yet been made in that direction.

There is an unquestionable spirit of inquiry on Beacon Hill just now in regard to additional taxes. Any plan for raising the old age pension money will be scanned very carefully. The work which should have been done a year ago has been passed along. In justice to Gov. Ely it should be said that the mess is none of his making.

The easy and obvious way out is to defer the application of the measure for a year. It is to be doubted that the individual communities, which will pay most of the bills, would object very strongly if the Legislature should spare them this additional burden for another twelve months. As an example of what various cities are now spending in direct relief of the poor, old and young, we append figures from fourteen places. The 1931 estimates are based on expenditures in January and February. In those winter months the drain is disproportionately heavier, but the estimates give at least a rough idea of what is taking place, regardless of the old age pension bill.

	1929	1930	1931
Beverly	\$45,000	\$67,000	\$132,000
Boston	1,700,000	2,900,000	5,736,000
Everett ...	122,000	186,000	306,000
Fitchburg...	94,000	91,000	180,000
Haverhill...	94,000	133,000	288,000
Holyoke....	122,000	160,000	240,000
Lowell.....	181,000	209,000	318,000
Lynn.....	145,000	200,000	390,000
Marlboro...	16,000	51,000	90,000
New Bedford	304,000	404,000	600,000
Pittsfield....	28,000	52,000	120,000
Taunton....	56,000	82,000	180,000
Waltham....	70,000	126,000	204,000
Westfield....	15,000	26,000	204,000

Totals \$2,992,000 \$4,687,000 \$8,988,000

It would take some courage for a Legislature, and more for a party leader, to advocate a

policy which lays them open to the charge of indifference to human misery and of heartlessness. President Hoover and Red Cross officials had to face such accusations when they opposed the original drought relief bill. Their adequate answer was the facts of the situation. There is a similar reply for anybody at Beacon Hill bold enough to advocate postponement of payments under the old age pension act.

HITS GASOLINE TAX LAW EVASIONS

Traffic Engineer Scores Failure to Include 2 Cents In Fixed Price

War was unequivocally declared on gasoline stations which fail to comply with the law which requires them to include the two-cent tax in their total advertised sales by John F. Hurley, city traffic engineer who appeared for Mayor Curley at the 52d annual banquet of the

Expressmen's League, held in the Parker House last night.

The worst enemy of the gasoline tax, declared Mr. Hurley, is the gas station manager who advertises fuel at so many cents a gallon without including the tax, as prescribed by law. No more insidious violation of the law, Mr. Hurley said, exists in the commonwealth.

Representative Leo M. Birmingham of Brighton pleaded with the organization to support the increased gasoline tax proposed by Gov. Ely. This tax, he said, will help the men in the express business and provide work for thousands of unemployed throughout Massachusetts. Representative Birmingham expressed the hope that all industry would do its part toward creating activity for those out of work.

FIN COM TO STUDY SCHOOL PLAN TODAY

Opposition to \$16,977,000 Building Program Seen

The finance commission will determine today its attitude on the \$16,977,000 school construction program, over a period of three years, which the school committee will ask the Legislature to approve Monday.

Probability that the commission, through Chairman Frank A. Goodwin, will oppose authorization of the program in its entirety, is indicated by the failure of the commission and the school committee to reach an agreement at a protracted and acrimonious conference Wednesday.

The finance commission is reported to be willing to approve the construction program as far as it applies to new intermediate and elementary schools, but on the question of new high schools, and the more important matter of program financing, the commission and the committee are in disagreement.

It is understood that a minority of the committee, Mrs. Elizabeth Pigeon and Dr. Joseph V. Lyons, are insistent that the majority respect the gentlemen's agreement of several weeks ago and list a new girls' high school as the first high school to be erected.

Mr. Goodwin and at least one of his colleagues believe that there should be a moratorium placed on new high school construction until the urgent

need of intermediate and elementary buildings is met.

The question of departure from the pay-as-you-go policy of financing new construction, to which Mayor Curley subscribes because of the satisfying condition of schoolhouse debt, which is approximately \$4,000,000 against an estimated valuation of \$58,000,000 is viewed from opposite angles by members of the school committee and the finance commission.

Mayor Curley has indicated that he favors bond issues for the financing of the construction program of the current year and that the cost of new buildings during the following two years could be met by both bond issues and direct taxation.

cont

HEARD 3/14/31

more than 60 members of the Legislature at a private meeting that the state department of public works was not equipped with adequate engineering forces to carry out efficiently the Governor's \$30,000,000 highway construction program.

Mayor Curley, while disclaiming any intention of obstructing the Governor's program, which is now the issue in the major political battle at the State House, urged the legislators to back relief for cities and towns by sacrificing a portion of the highway construction program.

He asked support for his bill providing for the distribution of one-half of the present two-cent gasoline tax to the cities and towns of the commonwealth for their highway funds and thus release \$5,000,000 in appropriations in their budgets for public welfare department purposes.

The mayor's appeal was made behind closed doors in the classical Dickens room of the Parker House, where the legislators had previously been his luncheon guests.

The Governor had no advance information of the meeting and he had departed early in the afternoon for his Westfield home with no knowledge of what had occurred. He was not available last night for comment on the unique procedure. It disclosed that beyond question there is no co-operation existing between the two most prominent Democrats in the state in relation to the Democratic administration's plans for relief of the unemployed.

IS EXPECTED TO ANGER ELY

Coming so speedily after the mayor's, was agreed by many of the Democrats subsequently repudiated proposal for a flat 10 per cent. increase in the income tax it was regarded as almost certain to anger the Governor. In substance he told the assembled legislators that under no circumstances could the Governor provide for expenditures to the extent for which he had submitted recommendations.

Under the existing system of contributions to the highway fund, the mayor said that the state received approximately \$20,000,000. A return of one cent to the municipalities, he continued, would leave \$15,000,000 in the state fund, a sum \$3,000,000 in excess of its capacity, according to his figures, to expend with any degree of efficiency.

As he described his plan, it would give to the communities approximately \$5,000,000 and thus relieve them from putting that much money into their budgets for highways. The money thus released could be used for public welfare distribution.

The mayor, throughout his address, spoke in a calm, subdued tone of voice and at its conclusion he invited questions from the floor. He was cross-examined to some extent by Senator Joseph Finnegan of Dorchester and to a lesser degree by Representatives Edward J. Kelley of Worcester, William H. Hearn of East Boston, all Democrats, and Abraham B. Casson of Dorchester, Republican.

At the conclusion of the meeting it

was agreed by many of the Democrats subsequently repudiated proposal for a flat 10 per cent. increase in the income tax it was regarded as almost certain to anger the Governor. In substance he told the assembled legislators that under no circumstances could the Governor provide for expenditures to the extent for which he had submitted recommendations.

NOW BEFORE THE HOUSE

The ways and means committee measure in addition to increasing the gas tax from two cents to three cents for a period of four years, provides for an addition of \$11,500,000 to the highway fund for emergency work and approximately two-fifths of a cent release in assessments to the fund by municipalities, which would amount to \$2,225,000 annually.

At the request of Representative Peter J. Fitzgerald, Boston Democrat, Representative Horace T. Cahill of Braintree, a Republican member of the House, explained the amendment to the ways and means committee bill he had submitted to the House. During the course of his speech he directed a terrific attack on the current gasoline tax increase measure and declared his uncompromising opposition to the emergency construction measure.

His amendment would strike out all provisions for the emergency construction. He declared that the existing bill substantially amounted to asking 271 cities and towns to pass the hat for the purpose of providing unemployment relief for the benefit of a few other communities. This highway work, he continued, will be given to "the scum of the labor market and entirely omits my town of Braintree."

"How" he asked "does the Governor expect to provide work for heads of families in Suffolk county by offering them work on the highways up in along the Mohawk trail? It is an unreasonable request to ask us to pass the bill."

Massachusetts citizens, he continued, probably would benefit little from the measure in any event because the contracts would be given to constructing firms from other states which would proceed to import into the commonwealth their own local laboring forces.

Cahill, together with Representative George F. Anderson of Boston, Republican member of the House committee on rules and a sworn enemy of the emergency program, sat with the mayor at the head table. Others close to him were Senators Max Ullin, Dorchester Republican, and Finnegan, Representatives Albert F. Bigelow of Brookline, Charles H. Shaylor of Lee, Republicans, Kelley and the faithful Samuel Silverman, the mayor's corporation counsel.

The mayor called upon Representative Bigelow and Senator Henry Parkman, Jr., Boston Republican, to discuss the proposed and pending legislation, but both declined to speak because of their membership on the legislative committee on ways and means.

Representative Casson expressed the opinion that a commitment to the mayor's bill would be an inconsistent procedure for those legislators who already have voted twice for the ways and means committee bill. The mayor assured him that his position was in error as there was nothing of an unfriendly character to the Governor's bill in supporting the mayor's bill.

Senator Finnegan asked several questions which related to a possible conflict between the mayor's bill and the ways and means committee measure now pending before the House. In answer to one of Finnegan's questions, the mayor agreed that success for the proposed four-year tax increase would materially reduce the welfare department expenditures now expanded to a breaking point because of the industrial depression.

In addition to Corporation Counsel Silverman the mayor had the support of several other members of his official family, including Auditor Rupert Carven and his legislative agent, Thomas H. Bilodeau, who was appointed to the judiciary by former Gov. Allen. Mayor Russell and Councilman Daniel J. Leahy of Cambridge also attended.

In addition to the legislators mentioned above there were in attendance Senators Michael J. Ward and James J. Twohig and the following representatives: John P. Connolly, Francis D. Dailey, Anthony A. McNulty, Joseph W. Leyden, Owen A. Gallagher, Ralph N. Hamilton, Joseph C. White, Patrick J. Welsh, Lewis R. Sullivan, Jr., Herbert P. Shaughnessy, John J. Reardon, Frank J. McFarland, Timothy J. McDonough, Joseph A. Logan, Eugene P. Durgin, Richard E. Johnston, Alexander F. Sullivan and Julius Sobie, all Democrats except Hamilton and Johnston.

cont

HERALD 3/14/21

unthinkingly and rashly, not realizing that he will himself pay his proportionate share of the cost.

One of the reasons why costs of government in the municipalities is so high is that the cities and towns have fallen heir to a varying number of public services made permissive or mandatory on them by legislative action. The Legislature, for example, may pass a law providing for maintenance of a city or town physician, or for a school nurse, or for some other service which at first does not involve much expense but which may in time develop into a big item. Most of the cities and towns do not carefully scrutinize these measures affecting them either before or after they become law, and when the communities undertake to provide the services, or otherwise to carry out the provisions of the statute, they do not even then stop to consider the possible development of the service and the possible rapid expansion of its cost.

One other chief factor in excessive cost of municipal government is the lack in many cities and towns of any central authority charged with responsibility for holding down departmental expenditures to their proper limits. While the state and a few of the larger cities have such a supervisory budget official or body, practically all of the remaining municipalities pursue a reckless

unbusinesslike course in this respect.

Under this system it is the custom for each department head to submit each year to the mayor or selectmen an appropriation request which somewhat exceeds his real needs. His attitude is, "Well, the other fellow will do it if I don't," so he deliberately overstates his needs, knowing that by custom the figure will be pared down by a certain percentage regardless of how much is needed. The result usually is that although the figure is cut the resultant amount is more than the department really needs for its requirements. Once obtained, the excessive appropriation does not lack for opportunities of being spent in one way or another by the department head before the year is out. No such situation would result, and sizable savings could be effected in most cities and towns, were there some one in authority who was well posted on the work of each department and could sit down with the department heads and require from them a dollars and cents analysis of each and every item in their budgets.

All in all I think the basic need of the present situation is essentially a closer scrutiny of all expenditures and an overhauling of the outgo rather than to seek the solution in added expenditures or new taxes, although some additional revenue is undoubtedly needed as a temporary measure this year to tide cities and towns over the difficulties resulting from increased expenditures for welfare relief. As somebody has found new sources of revenue but to ferret out old sources of old expense, and to reduce them so far as possible.

DEMOCRATIC LEADERS AT ODDS



JAMES M. CURLEY



JOSEPH B. ELY

Asks 60 Legislators to Aid His Bill to Give Towns Half Gas Tax

SPLIT BETWEEN MAYOR AND GOVERNOR LOOMS

Private Meeting with Solons a Surprise—"Base Treachery," Says One Critic

SOME VIGOROUSLY ATTACK THE WHOLE HIGHWAY SCHEME

By W. E. MULLINS

An open rupture between Gov. Ely and Mayor Curley loomed last night as a result of the mayor's declaration to

GLOBE

3/14/31

CURLEY DENIES ELY PLANS HIT

Says Those at Meeting Favored Increase in Gas Tax

Mayor James M. Curley, who is suffering from a cold, gave out a statement today in which he characterized as without foundation the report that any action designed to interfere with Gov Ely's road building program was taken at yesterday's meeting of members of the Legislature who live in or near Boston.

"The conference," the Mayor said, "was called in conformity with an agreement made by the Mayor of each Massachusetts city and the chairman of each Board of Selectmen for the purpose of presenting facts relative to the abnormal requirements in the budget for 1931 for the relief of the unemployed and needy. Similar meetings will be, or have been, arranged by the Mayors and chairmen of Boards of Selectmen of most of the cities and towns in the Commonwealth.

"It was specifically set forth at the meeting held Friday that the executives of the municipalities of the Commonwealth were unanimously in favor of a 1-cent increase in the gasoline tax and likewise unanimously in favor of Senate bill No. 47, which provides for a distribution of one-half of the gasoline revenue now received by the Commonwealth out of the present 2-cent tax.

"That there might be no misunderstanding and that each member of the Legislature might be familiar with the facts a communication was mailed after the meeting to every member of the State Legislature setting forth the above."

"I have a profound appreciation of the problems confronting the Governor and I am only too familiar with those confronting myself and the Mayors of cities and the chairmen of the Boards of Selectmen throughout the Commonwealth. The needy are not responsible for the present industrial depression, and it is futile to depend upon the benevolence of the public to provide for their needs. So that until society has devised the machinery for providing for the unfortunate and needy it is plainly the duty of those in public office to meet the situation in such manner as will be the least burdensome to the public as a whole, and until some better method is presented than that determined upon by the Mayors and chairmen of Boards of Selectmen, there is no other course open but to labor earnestly and actively in behalf of the proposed legislation.

HERALD 3/14/31, TOWNS SPENDING BEYOND MEANS, WRAGG ASSERTS

Municipal Finance Chairman
Declares Communities
Approaching Crisis

SOME APPROACHING FALL RIVER'S PLIGHT

Officials Deliberately Over-
estimating to Offset
Paring Down

By SENATOR SAMUEL W. WRAGG
(Chairman, legislative committee on
municipal finance)

A day of reckoning most assuredly lies ahead of a great many of the cities and towns in Massachusetts, large numbers of which are plainly living beyond their means. If these municipalities continue to spend larger and larger sums each year for an ever-enlarging scope of activity and service, which many of them are doing with incredible abandon, and if they continue to saddle themselves with a mounting tax rate and debt burden—the inevitable consequences of "high living"—then the result will be as serious and as certain as taxes themselves. These cities and towns are inevitably headed toward a crisis,

and it would not surprise me if some of them found themselves before long in a plight identical to that in which Fall River has been brought.

In recent years the habit of spending, of putting out vast sums of money for new projects and improvements which in many cases are merely desirable and not necessary, has taken hold of the authorities of the larger communities and the self-governing taxpayers of the smaller towns, and has prompted them to commit their communities to an extravagant career from which they will have serious difficulties in extricating themselves.

While local authorities and voters are usually aware that debts contracted within the debt limit must be watched and kept down because they reflect themselves directly in the new tax rate, there is no apparent realization of the consequences of borrowing outside the debt limit. This piling up of debts outside the debt limit is one of the most serious offenses of the cities and towns. In numerous cases they appear to be under the delusion that when any project or expenditure seems desirable, all that has to be done to make a reality is to obtain the necessary funds by borrowing outside the debt limit, and that somehow that will be the end of it—at least it can be conveniently forgotten for a few years at least.

Seemingly in many cases city and town authorities and taxpayers themselves do not stop to think that eventually they will have to pay this money back, or at least they have

only the haziest conception of this ultimate reality. So they go blithely on, year after year, appropriating beyond their means, increasing their debt limit from time to time and pyramiding their indebtedness without giving a thought to the eventual day of settlement.

Practically all of the cities and towns of the state, as I see it, are guilty of this spendthrift recklessness to greater or less degree. Their offense to themselves and to the state as a whole takes on added seriousness in these difficult times, when increased outlays for relief among the needy and unemployed, as well as reduced revenue from existing taxes, should dictate the fullest economy wherever possible.

In many instances municipal projects of one kind or another are being built when they are not strictly needed, and in some cases for no more reason than that some other city or town boasts such a project or new building.

It is a strange thing but the average individual, ordinarily thrifty in his private manner of living, becomes somewhat of a spendthrift the moment he acts in a group. For instance, when he is by himself he is content with a 65-cent luncheon, but put him in a group and nothing short of a \$1.50 luncheon will do. In the same way when he becomes one of a group entrusted with the handling of his own and other people's money collectively, he immediately begins to

HERALD 3/14/31

ADVERTISER 3/15/31

How the Gasoline Tax Measure Would Affect Local Levies

The amount of the assessments for this year, of which the various municipalities in the state would be relieved by the gasoline tax increase bill in the House, have been computed by Representative Herter after considerable research. Some of them follow:

Municipality	Main- tenance	Snow removal	Construc- tion	Metropolitan district	Total
Arlington	\$1,572	\$130	\$255	\$6,551	\$8,508
Billerica	5,576	595	49	0	6,220
Boston	1,248	0	0	235,728	236,976
Braintree	8,646	596	697	2,814	12,753
Brockton	1,514	219	82,258	0	83,992
Belmont	0	0	159	4,145	4,304
Burlington	753	282	11	0	1,046
Chelmsford	963	517	44	0	1,524
Chelsea	292	0	0	7,378	7,670
Chicopee	1,623	285	1,170	0	3,677
Cohasset	278	228	283	0	789
Concord	2,438	406	43	0	2,287
Cambridge	0	0	1,029	22,889	23,918
Fall River	254	0	24,860	0	25,114
Framingham	1,112	323	167	0	1,612
Holyoke	1,431	414	3,580	0	5,425
Hingham	4,946	686	13,520	1,694	20,847
Lexington	2,358	722	83	0	3,163
Lincoln	412	155	13	0	580
Lowell	948	239	630	0	1,817
Lynn	5,320	326	12,250	16,255	34,351
Malden	15	15	333	8,207	8,569
Maynard	0	0	37	0	37
Medford	507	67	346	8,584	9,504
Melrose	393	17	16	4,139	4,565
Milton	4,961	459	1,050	4,428	10,897
Natick	6,408	320	80	0	6,808
Needham	238	0	585	2,424	4,247
Nahant	0	0	346	588	934
New Bedford	1,472	0	29,820	0	31,292
Newton	1,865	0	660	17,823	20,348
North Reading	508	191	11	0	709
Norwell	428	161	2,090	0	2,678
Norwood	1,092	210	824	0	2,116
Peabody	2,459	324	2,322	9	5,105
Quincy	4,370	322	3,848	15,552	24,093
Randolph	6,621	371	186	0	7,178
Reading	4,212	392	71	0	4,675
Revere	8,558	444	0	4,763	13,765
Salem	2,201	331	5,080	0	7,612
Saugus	5,869	561	1,254	1,585	9,209
Somerville	285	71	582	14,187	15,124
Springfield	0	0	9,360	0	9,300
Stoneham	2,806	158	61	1,510	4,534
Stoughton	2,480	330	307	0	3,117
Stowe	0	0	8	0	8
Swampscott	1,224	149	2,098	3,030	6,501
Walpole	794	462	445	0	1,701
Waltham	306	95	262	6,786	7,450
Watertown	386	85	250	6,453	7,173
Wayland	1,753	291	24	0	2,068
Wellesley	2,352	118	882	3,834	7,186
Wenham	352	132	290	0	774
Weston	4,175	315	38	1,015	5,543
Westwood	214	80	123	510	927
Weymouth	9,418	893	1,240	5,154	16,706
Wakefield	0	0	109	2,742	2,951
Winchester	1,480	195	132	3,554	5,361
Winthrop	0	0	0	2,936	2,936
Woburn	2,858	517	104	2,517	5,996
Worcester	2,314	405	128,000	0	130,919

FULL HARMONY WITH GOVERNOR SAYS MAYOR

Brands Statement of Attack
on Ely Policies "Deliberate
Falsehood"

EXPLAINS STATEMENT

More Important Now to Give
Immediate Relief to
Needy, He Says

Relations between Mayor Curley and Gov. Ely are harmonious, the Mayor asserted yesterday in characterizing as a "deliberate falsehood" a morning paper statement that his meeting with Boston legislators was "an attack on Gov. Ely and his policies."

"The statement," declared the Mayor, "was published evidently for the purpose of conveying the impression that our relations are not harmonious. Nothing is further from the truth."

At the Friday meeting with the Boston members of the Legislature, Mayor Curley said that although he had no desire to interfere with Gov. Ely's highway construction program to be financed by an additional one-cent gasoline tax, he regarded it as of more importance to furnish relief to cities and towns in the present emergency.

RIDICULOUS, SAYS MAYOR

The mayor asked the legislators to support his plan to have half the revenue from the present two-cent tax returned to the municipalities.

"The charge that the action was a deliberate attempt to injure in any way the legislative program of Gov. Ely, or was intended in a hostile spirit, is ridiculous and absolutely without foundation," Mayor Curley said in his statement yesterday.

"It was specifically set forth at the meeting that the executives of the municipalities of the Commonwealth were unanimously in favor of a one-cent increase in the gasoline tax and likewise in favor of Senate Bill 47, which provides for a distribution of one-half of the gasoline revenue now received by the Commonwealth out of the present two-cent tax."

NO OTHER COURSE

"The needy are not responsible for the present industrial depression, and it is futile to depend upon the benevolence of the public to provide for their needs."

"So that until society has devised the machinery for providing for the unfortunate and needy, it is plainly the duty of those in public office to meet the situation in such a manner as will be the best for the people."

POLITICS AND POLITICIANS

By JOHN D. MERRILL

It is quite natural that the Republicans should make the most of every opportunity to encourage a quarrel between Gov Ely and Mayor Curley and possibly for that reason some allowance should be made for what has been said and printed about the Mayor's conference on Friday with the members of the Legislature who come from Greater Boston. The Mayor said yesterday that it was absurd to suppose he intended to put any stumbling blocks in the way of the Governor's plan for highway construction in order to relieve unemployment. The fact remains, however, that the Mayor has somewhat embarrassed the Governor.

Only a few days ago Mayor Curley suggested that money be raised by an increase of 10 percent in the State tax on incomes; the Governor did not definitely take a stand in promoting the plan, but he did say it was the best he had heard up to that time. Then the Mayor abandoned it, rather leaving the Governor in the air. And, whatever the Mayor's attitude may be, and his statement should be taken at face value, by no means everything said at the conference on Friday was favorable to the Governor's project.

The Coakley Conference

Some of the suspicious politicians are wondering whether the Mayor was offended because Gov Ely gave an hour of his time the other day to Daniel H. Coakley. Mr Curley and Mr Coakley are bitter enemies, and it would not be surprising if the former was displeased when he read of the long meeting between the Governor and Mr Coakley. And yet the Governor cannot refuse to talk to Mr Coakley because the latter is objectionable to the Mayor.

Few persons believe, however, that the Governor and the Mayor will drift into a serious misunderstanding; each would have too much to lose by it. If they actually broke friendly relations, for example, the Governor might embarrass the Mayor in filling the vacancy on the Boston Finance Commission, a post which is still vacant. Gov Ely will probably have troubles enough in getting through the Legislature his project for spending \$10,000,000 on the highways in the State. The bill reported by the House Committee on Ways and Means, having had one of its readings in the lower branch, will doubtless be passed there and handed on to the Senate, which body, it is said, will put it through. On its final stage, however, the bill must receive in each branch two-thirds of the votes cast; it is extremely doubtful, although not wholly beyond the range of possibility, that it will receive a sufficient number of votes in the House.

The Road-Building Program

Every member of the Legislature professes, doubtlessly sincerely, his eagerness to do anything which can properly be done to relieve unemployment in the State, but road construction does not appeal to some—Democrats as well as Republicans. They say that only a small amount of the money spent in road-building goes for labor, and that such construction provides nothing for artisans or for men

who have worked behind a counter or in an office. Experts can confirm or disprove the first part of that statement. The facts should be easily obtained.

Further, there is some dissatisfaction, even among the members of the Governor's party, with his suggestion that such a large part of the money he proposes to spend on the highway should be used for the benefit of the western part of the State. The various organizations of automobilists at first seemed willing to accept an additional tax of 1 cent a gallon on gasoline, but they have apparently been offended by the proposals that the tax should be increased 2 cents or perhaps more, a gallon, and now they are disposed to fight against even the additional 1 cent.

CURLEY ASSERTS ELY PLAN NOT ATTACKED

Mayors and Selectmen for Gasoline Tax Increase

Would Distribute to Municipalities Half of Present 2-Cent Levy

Mayor Curley, who is at home, suffering from a cold, gave out a statement yesterday in which he characterized as without foundation the report that any action designed to interfere with Gov Ely's road building program was taken at Friday's meeting of members of the Legislature who live in or near Boston.

"The conference," the Mayor said, "was called in conformity with an agreement made by the Mayor of each Massachusetts city and the chairman of each Board of Selectmen for the purpose of presenting facts relative to the abnormal requirements in the budget for 1931 for the relief of the unemployed and needy. Similar meetings will be, or have been, arranged by the Mayors and chairmen of Boards of Selectmen of most of the cities and towns in the Commonwealth."

"It was specifically set forth at the meeting held Friday that the executives of the municipalities of the Commonwealth were unanimously in favor of a 1-cent increase in the gasoline tax and likewise unanimously in favor of Senate Bill No. 47, which provides for a distribution of one-half of the gasoline revenue now received by the Commonwealth out of the present 2-cent tax."

"That there might be no misunderstanding and that each member of the Legislature might be familiar with the facts a communication was mailed after the meeting to every member of the State Legislature, setting forth the above."

"I have a profound appreciation of the problems confronting the Governor and I am only too familiar with those confronting myself and the Mayors of cities and the chairmen of the Boards of Selectmen throughout the Commonwealth. The needy are not responsible for the present industrial depression, and it is futile to depend upon the benevolence of the public to provide for their needs. So that until society has devised the machinery for providing for the unfortunate and needy it is plainly the duty of those in public office to meet the situation in such manner as will be the least burdensome to the public as a whole, and until some better method is presented than that determined upon by the Mayors and chairmen of Boards of Selectmen, there is no other course open but to labor earnestly and actively in behalf of the proposed legislation."

POST

3/15/31

IT'S CHARACTER!



MAYOR CURLEY

In expressing his good wishes for even greater success and congratulations on the opening of the Coleman & Keating new building, the Mayor of Boston sent the following:
Coleman and Keating, 1705 Columbus Avenue, Boston, Mass.
Gentlemen:

I cannot allow the opening of your new quarters, for the production and sale of ginger ale at 1705 Columbus avenue, to go unmarked without a line of congratulation from me.

Your concern has been in existence for the past 77 years. Its career has been one of steady improvement in the conduct of the business and also in the production of goods. No concern can show a history as yours does, without having behind it, in its management, the one thing, without which nothing can abide—namely character. Your 77 years in business are a guarantee of its future success, if the past be any guide, and I know that the people of Boston and beyond, who have patronized your goods up to the present time, will continue to do so, from a conviction that your product will maintain its present high quality.

You have no greater success than that which I wish you. The present time needs new business, and the best way for Boston to advertise herself as a place for the introduction of new business is to point to businesses like yours, which, through quality and character, have given Boston so high a standard in industry and commerce.

Very truly yours,

(Signed) JAMES M. CURLEY.

March 14, 1931.

Mayor.

URGES VAN SWERINGEN ROAD HERE

Mayor Claims It Will Revive Activity of Port

Extension of the Van Sweringen railroad system into New England was advocated yesterday by Mayor Curley in a public statement as a means of reviving the industry of Boston's port by providing a five-day rail-water route between the Middle West and the markets of Europe.

SEEKS STEAMER LINES

Quietly during the past few weeks the Mayor has been in negotiations with the French Line and the North German Lloyd Line for the purpose of having assigned to this port in regular weekly service at least two of the four-day steamers like the Bremen, the Europa, the Leviathan and the France.

Convinced that lack of competition among the railroad trunk lines here has not only resulted in the development of New York, Philadelphia, Baltimore and other ports for the shipment of exports from the Middle West, but has also resulted in New England's own products being shipped from other ports than the port of Boston, the Mayor declared that the best way to advance the business, industry and shipping of Boston was the introduction of the Van Sweringen system, with its feeding lines from the Middle West.

"Let Chicago shippers know that they can get their products to Europe in five days by sending them along a direct rail-water route through the port of Boston, and our waterfront will soon be humming with industry once again," said the Mayor, insisting that the fact that Boston was a day nearer Europe than other Atlantic ports should be capitalized.

Admit Boston Nearer

"The operators of these five-day steamers from New York admit that they could make the trip from Boston in four days, with Boston's docks within an hour's reach of open sea and our harbor facilities unequalled in the ease with which vessels may arrive and depart," the Mayor stated.

"The economy in operating cost is recognized by all," he said, explaining that the saving of two days on each round trip would permit the liners to make many more trips each year. With one or two steamship lines installing the four-day ocean service here, it would not be long before all the other transatlantic companies would

adopt similar service," the Mayor contended.
"The four-day steamer will make Boston the first port on the Atlantic coast, and the railway line that adopts this service may be assured of a profitable business from the beginning and become the leading factor in the commercial and industrial development of the port of Boston," said the Mayor.

STATE CAN HANDLE ALL ROAD PROJECTS, SAYS DEAN

Arthur W. Dean, chief engineer of the State Department of Public Works, says that that department can handle "without difficulty all of the road work under consideration for 1931, including all the projects in the proposal of the Governor."

"The department has already approximately \$3,000,000 worth of work ready to advertise for bids of the \$10,000,000 of the Governor's program, awaiting appropriation from the Legislature. The department has also approximately \$200,000 in Chapter 80 work ready to advertise for bids and awaiting appropriation by the Legislature. By the time the Legislature has acted upon the budget and the proposal of His Excellency the Governor, the department will have a much larger amount available for immediate advertising for bids."

"The department has already let contracts for this year involving \$2,650,000. The engineering force of the Commonwealth is far greater than that of the city of Boston, the Commonwealth having approximately 700 engineers, while the city of Boston has approximately 200 engineers in the Street and Public Works Department."

3/15/31

SOUTH BOSTON IN FULL DRESS TO CELEBRATE

**Evacuation Day Observances
Begin Tonight With Broad-
way Theater Program**

South Boston will be in full dress today, tomorrow and Tuesday.

The first of this year's observances of Evacuation Day will take place tonight in the Broadway Theater and from then on, the celebration will be in full swing until Tuesday night.

As in other years, the height of the celebration will be reached Tuesday afternoon when 9000 marchers will be cheered by 100,000 persons in what is planned as the most colorful parade ever attempted in the Peninsular district.

The annual banquet is another big feature of the celebration.

It will be a night before banquet this year instead of the finale of the celebration.

DISTINGUISHED SPEAKERS

With Joseph Martin, chairman of the committee, and Arthur J. O'Keefe, toastmaster, the South Boston Citizens' Committee will welcome a score of distinguished guests at Hotel Bradford, including James M. McCann of Portland, Me., educator and historian; Governor Ely, Mayor Curley, Congressman John W. McCormack, Dist. Atty. William J. Foley, Gen. Edward L. Logan, Judge William J. Day, and others.

Special orders for the dismissal of South Boston school children Tuesday for the full day, and pupils of Dorchester High School and William E. Russell School in Dorchester for half a day were issued by Jeremiah E. Burke, superintendent of schools.

Tonight's observance at the Broadway Theater will consist of a musical entertainment, declamations by school pupils and an address by Prof. Nelson Hume of Canterbury School, Connecticut.

TUESDAY'S PARADE

Before Tuesday's parade there will be entertainments in South Boston theaters with accommodations for more than 12,000 children.

Sailors from two warships, regular army soldiers, marines, veteran organizations and civilian units make up the roster of the parade.

More floats than ever before, about 80 in all, have been specially made for the spectacle.

In command of Chief Marshal Edward Sheehy, the line will form near Edward Everett sq. at 2 p. m.

Roxbury will have a celebration of its own this year with the unveiling of a bronze tablet in honor of Maj.-Gen. Henry Knox of Revolution fame, at Fort Park, Roxbury.

ST. PATRICK'S CELEBRATION OPENS TODAY

**Church Services and Musicales
Start Observance of Irish
Patron Saint's Natal Day**

Observance of St. Patrick's Day begins in Boston today.

The celebration continues tomorrow and concludes Tuesday.

On Tuesday night the 124th anniversary banquet of the Charitable Irish Society will be held in the Hotel Somerset.

Leo Healy, city magistrate of New York, will be the principal speaker at the Charitable Irish banquet on the 17, the natal day of Ireland's patron saint. Congressman John W. McCormack, Governor Ely and Mayor Curley will also speak. Bartholomew P. Griffin, associate editor of the Boston News Bureau, will be toastmaster.

BOOM FOR PORT IS SEEN BY CURLEY

Boston may become the center of the transatlantic passenger traffic with vessels crossing from this port to Europe in four days, in the opinion of Mayor Curley.

The mayor, in a statement yesterday, pointed out that the limitations placed on the number of battle cruisers of the various European powers by the League of Nations has caused those governments, through subsidized steamship companies, to begin the construction of mammoth steamers which can cross the Atlantic in four days, and which in war time could be converted into cruisers.

Because of the congestion in New York harbor, Boston seems to be the port from which these vessels will operate, the mayor said.

He predicted that the four-day steamer service would make Boston the first port of the Atlantic coast because this service would result in a great increase in passenger traffic by rail and airplane to and from this city.

DENIES HE IS AT ODDS WITH ELY

**Curley Charges Story
Published Is an
Untruth**

Mayor Curley sharply denied the report circulated yesterday, that he and Governor Ely were at odds over the proposed gasoline tax legislation recommended for the purpose of providing funds for the relief of the poor and unemployed.

"The statement in a Boston newspaper that the purpose of my conference with Boston members of the Legislature was a direct attack upon Governor Ely and his policies," said the Mayor, "was a deliberate falsehood and was published evidently for the purpose of creating a breach between his Excellency and myself, or for the purpose of conveying the impression that our relations are not harmonious. Nothing is further from the truth," snapped the Mayor.

He added that the charge that his conference was a deliberate attempt to injure in any way the Governor's legislative programme or was intended in a hostile spirit "is ridiculous and absolutely without foundation," said the Mayor.

He explained that it was as a result of the unanimous vote of the Massachusetts Mayors and Selectmen that he conferred with the Boston legislators to concentrate support of the Governor's three-cent gas tax bill, as well as his own bill to provide funds for the cities and towns to meet the demands of the poor and unemployed seeking relief.

Notwithstanding the Mayor's statement, Representative Francis E. Rafter of Salem, one of Governor Ely's most earnest supporters, stated yesterday that he considered Mr. Curley's procedure on Friday in poor taste. He said the Mayor might have waited until the bill now before the Legislature was out of the way.

G.G.A. DEMANDS MORE ECONOMY

Asks City Expenses Be Reduced--- Curley Says Depression Alone Prevents Reducing Taxes

The Good Government Association, through its secretary, S. S. Sheppard, last night issued a statement containing two recommendations calling for a curtailment of municipal expenditures and borrowing, and also for "practical means of effecting substantial economies in the government of the city of Boston."

"Senator Samuel H. Wragg, chairman of the legislative committee on municipal finance, further intensifies the present tax controversy," the Good Government Association's statement begins, "by his capable statement on the impending crisis in municipal finance in Massachusetts. He declares that many of our cities are living beyond their means and that some are headed toward a serious financial crisis."

"Immediate and forceful action is plainly necessary," the statement continues. "The problem faced by the taxpayers of Boston should receive immediate attention. In view of the situation we strongly recommend:

Recommendations

"1—That a legislative committee be formed to investigate ways and means of curtailing municipal expenditures and borrowing in Massachusetts."

"2—That the Chamber of Commerce and Boston Real Estate Exchange accept the challenge of Mayor Curley, and thoroughly investigate the proposed budget for 1931 with a view to making specific suggestions as to practical means of effecting substantial economies in the government of the city of Boston."

The Good Government Association's statement then concludes with, "It is high time we turn our attention to economical, business-like government rather than concentrate our efforts on finding new sources of revenue to defray over-increasing city expenses."

Clearly not the least bit disturbed and obviously unalarmed at the "Good Gov's" statement, Mayor Curley, when the matter was called to his attention last night, in mentioning that the city budget was completed Saturday and that it will be given to the City Council today for its consideration, said he felt "sure that the Council would welcome any assistance, advice or investigation any organization or body of legislators might proffer."

"If any way can be effected to result in the recommendation of additional economies," Mayor Curley said, "I would be advisable to put such into operation and I am sure that neither the Council nor I would hesitate to accept them. It must always be re-

membered though that the human element must be constantly recognized. This element deserves and must have proper consideration at all times. We are organized to help and not harm the so-called human element."

The Mayor said he believed that only for "unprecedented" industrial depression a reduction in taxes could have been effected this year. Mr. Curley then went on to mention that hospital expenses have increased for the city nearly \$500,000 in the last two years. He also pointed out that whereas the city had 200 children to look after from the standpoint of child hygiene in 1923, his number has jumped to 1100 at present.

"Society Has Failed"

"Society has failed to devise a suitable programme to meet the needs," the Mayor added, "to provide a livelihood for those who through no fault of their own are in need. And until the time when such a programme is advanced the appropriation of public money to take care of such persons must continue."

The Mayor also pointed out that through the appropriation of public money to meet the needs of the needy, society is being benefited to the extent that crime is kept at a much lower level in that needy persons do not become desperate and resort to criminal means to obtain relief. He said the city of Boston has been meeting the situation to the best of its ability and doubted if any investigation could help to any appreciable extent in the present crisis.

FOR ONE-CENT BOOST

Rep. Eliot Wadsworth Sees Need of Increase in Gasolene Tax for Short Time—Would Have State Economize, Pay Off Debts and Reduce Taxes

Representative Eliot Wadsworth, in a statement issued yesterday, announced himself as favoring the one cent increase in the gasolene tax for a short length of time in order to relieve cities and towns of highway expense. He emphasized his belief that it is the best contribution of the State to reduce expenses, pay off debts and cut down taxes.

After assuring Governor Ely's inaugural suggestion to lower the limit for old age assistance, and the various huge and costly projects to which the State and city of Boston are committed, Mr. Wadsworth went on to say:

"I admit having been rather favorable at first to the idea of borrowing

to pay for public works to create employment. After studying the figures available, I now firmly believe economy is the best policy, and that it should begin in this year's budget."

"We must consider not only this year, but those that follow. This year's tax income is showing an alarming decrease. There is nothing in the situation to give hope that the taxes for 1932 will be any more fruitful. Even if business improves at the end of this year, the results will not show in the 1932 tax income."

"In view of the general situation, the most available step would seem to be a one-cent increase in the gasolene tax for a short term, the entire proceeds to be distributed to the cities and towns to relieve them of highway expense. This would be a material help, and with proper economy in their budgets should go far to pull them through the present difficulty."

"New borrowing should be discouraged and resorted to only to meet imperative needs for plant and equipment. It might be that a new building for the public works department would justify borrowing by showing a real cash saving in addition to marked improvement in the service rendered to the public."

"The beginning of any old age assistance programme should be postponed until the taxes to provide for its cost have been exacted and money actually collected from these taxes sufficient to meet a year's expense in advance."

SOUTH BOSTON DINNER ON EVE

Governor and Mayor Are Expected Tonight

Departing from the usual custom of having the banquet of the South Boston Citizens' Association on the evening of March 17, the banquet this year in connection with the celebration of Evacuation Day will be held tonight at Hotel Bradford.

The toastmaster will be Arthur J. O'Keefe, past grand knight of Pere Marquette Council, Knights of Columbus, and Joseph J. Martin is the chairman of the committee in charge of the affair. The speaker will be James H. McCann of Portland, Me., who will be the guest of the city during the day.

It is expected that Governor Ely and Mayor Curley will attend as well as other prominent State and city officials. There will be a musical programme and special favors will be presented to the guests.

HERALD 3/16/31

Governor's and Mayor's Gasoline Taxation Proposals Compared

THE GOVERNOR'S PLAN

The House ways and means committee bill, adopted by Gov. Ely, would increase the gasoline tax from two cents to three cents for a period of four years, producing an annual revenue of \$5,350,000 or a total of \$21,400,000. In addition to paying interest charges on the notes for borrowing, it would provide \$11,500,000 for an emergency highway construction fund, and relieve cities, towns and the metropolitan district from assessments for the state highway fund which would release the city of Boston from an annual contribution of approximately \$238,000. The state department of public works reports that it is equipped to handle without difficulty all the work under consideration.

THE MAYOR'S PLAN

Mayor Curley says he favors the Governor's bill but also advocates his own bill to provide for a return to the municipalities in proportion to their state tax assessments, one cent of the present two-cent gasoline tax. Based on state valuation Boston would receive slightly in excess of \$1,250,000 to be used for its own highway fund and thus release budget appropriations to the same amount to be used for public welfare purposes. The legislation to return one cent of the levy would be permanent and would distribute \$5,350,000 to the municipalities annually. The mayor insists that the department of public works is not equipped to handle the construction program outlined.

AMERICAN 3/16/31 Public Works Force Give Cash for Idle

A committee representing 4000 persons employed in the public works department of the city called on Mayor Curley today and informed him that by a unanimous vote of the workers it had been decided that each of them will contribute one day's pay to provide employment for the jobless men of the city. The money will be disbursed under the direction of public works Commissioner Joseph A. Rourke.

Mayor Names 3 to Deer Island Posts

Because of the increase in the number of prisoner now confined at Deer Island, three additional officers for that place are to be appointed immediately, Mayor Curley announced today. At the present time there are 896 prisoners at the island.

'31 BUDGET SET AT 38 MILLIONS

Mayor Curley today submitted to the City Council the municipal budget for 1931 calling for the expenditure of \$38,957,837.

This sum is \$5,243,545 below the total estimates of department heads for expenses of the various branches of the city government during the year and is \$2,094,580 in excess of the 1930 budget.

The budget contains provisions for the expenditure of \$274,063 for salary increases and for wages for 288 additional permanent employees.

A total of \$7,493,804 is appropriated to cover special items. This includes funds for the welfare department and for mothers' aid and represents an increase of \$3,000,000.

TRANSCRIPT 3/16/31 Police Station on Scenic Temple Site

City to Purchase Berkeley St. Property and Erect \$300,000 Building

Scenic Temple, at Warren avenue and Berkeley street, South End, is to be purchased by the city and razed in order to provide a site for a structure which will house police divisions 4 and 5, which are now in quarters in Lagrange street and East Dedham street, respectively. This was decided at a conference this morning of Mayor Curley and Police Commissioner Eugene C. Hultman.

It was made known also that owners of the property have agreed to sell at the total assessed value of \$88,000, instead of \$125,000, the price formerly sought. The new station house is to cost approximately \$300,000. The two existing police stations are to be sold at public auction.

This plan of building a central station has been considered by police officials for several years and will eliminate two ancient structures which have been for some time unsuited for police purposes. The tentative plans call for a modern structure in which will be provided comforts and necessities that the old buildings have failed to provide. It is planned to put in a basement garage for patrol wagons and other police cars.

Post 3/16/31 CONDEMNS POLL TAX PROPOSAL

C. L. U. Against Jump for Men, and Levy on Women

The proposal to increase the poll tax for men from \$2 to \$3, and place a \$2 tax on women arriving at the age of 21, as a means of creating a fund for the old age assistance law, which becomes effective July 1, was unanimously condemned by delegates at the regular meeting of the Boston Central Labor Union at Wells Memorial, yesterday. The resolution was presented by Sylvester J. McBride, former president of Boston Typographical Union, No. 13, who suggested, instead, an increase in income taxes.

CLAIM ADDED BURDEN

Frank H. McCarthy, general organizer of the A. F. of L. for New England, declared that every effort is being made by the Massachusetts Tax Association and like organizations to throw the burden of taxation on to the people least able to afford to pay the bills.

John Carroll of the Cement Finishers' Union, also favored increase on the income tax bills. "By this system," said he, "industry will pay for this pension, as it should. Some working men will help pay this expense, but the working man who pays \$1 will find that his employer, through excess profits and other taxes, will pay \$1000."

The Minimum Wage Commission was criticised, and the proposed legislation on a poll tax for women, it was said, would be vicious because of the failure of this commission to prevent the exploitation of women in industry.

Committee Named

A committee of five, Sylvester J. McBride, John McDonald, William Collins, E. A. Johnson and Joseph Cabral, former president of the Massachusetts State Federation of Labor, was appointed to study the tax problem and bring in a substantial report at the next meeting. The order creating this committee was opposed by many of the delegates on the grounds that the next meeting of the body would not take place until April 5, and it was possible during the three weeks intervening for the Legislature to adopt some tax proposition without organized labor having a chance to be heard on the question.

Announcement had been made that Governor Ely would address the delegates at yesterday's session. Frank P. Fenton informed the delegates that the Governor had been called to Westfield, but would address the body at a later meeting.

TRAVELER 3/16/31

Boston Budget for 1931 Calls for \$38,957,837

**Increase of \$2,094,580 Due
to Welfare Work Mayor
Tells Council**

Mayor Curley today submitted to the city council the 1931 appropriation budget of \$38,957,837.99. It shows an increase of \$2,094,580.39 over the 1930 budget, forced in its entirety, in spite of curtailment of expenditures in every possible manner, by the necessity of appropriation of \$3,000,000 in excess of last year's figure for the maintenance of the public welfare department.

\$5,243,543 LOPPED OFF

The total of the budget is \$503,000 less than the maximum appropriations possible under the tax limit of \$16, but because of the withholding of \$1,000,000 which may be needed for the welfare department upon the basis of expenditures since Jan. 1, Mayor Curley decided to keep well within the bounds of prudence by reserving an amount adequate to meet all demands upon the welfare department.

The mayor lopped off \$5,243,545.42 from the estimates of departmental needs submitted by department heads. His most extensive pruning was the deletion from the recommendations of Public Works Commissioner Rourke of an item of \$2,000,000 for the construction and repairing of streets and sidewalks by contract.

The item of personal service shows a net increase in payrolls of \$274,068, reduced from a gross increase in permanent payrolls of \$433,434.69 by cutting \$104,980 from the temporary employees payroll and \$54,386 in the appropriation for overtime payments.

SALARY INCREASES

Salary increases aggregate but \$68,000, said to be the lowest amount in years. It is made necessary because of the advancement to a higher position in the sliding scale salary schedule of 802 police patrolmen, whose aggregate additional compensation will be \$40,000; 220 privates in the fire department \$15,000; 22 city councilmen, who will receive \$2000 instead of \$1500 per year and 10 employees of the finance commission who will divide \$2000.

By deferring projects which will be let out to contractors and adopting the policy of confining maintenance work to only absolutely essential repairs to public buildings, the parks, playgrounds and vehicles, and reducing the cost of hire of outside vehicles, \$137,457 has been cut off the contractual service appropriation in comparison with the item in the 1930 budget.

Mayor Curley, basing his estimates upon records which show that the public welfare department is aiding 12,000 persons in comparison with 6000 in 1930, and that the maintenance cost in January and February was \$1,000,000 visualizes a maximum financial need of \$6,000,000 and an estimated need of \$500,000 for the old-age assistance during the final six months of the year.

City debt requirements are \$595,759 in excess of 1930 and country appropriations have jumped \$51,126.24.

FOR FIRE SERVICE

A budget item, about which no announcement has been made, provides \$250,000 for the extension of the high pressure water system for fire use along Washington street from Stuart to Dover street.

A few of the large departmental appropriations in the budget: Police, \$6,331,918; fire, \$4,710,750; hospitals, \$3,090,597, and sanatorium, \$612,015; sanitary service, \$3,120,613; library, \$1,262,504; park department, \$1,845,441; health, \$1,111,039; bridges, \$483,398; ferries, \$567,946; street lighting, \$1,040,478; paying, \$1,649,782.

CURLEY HIGHWAY 'VISION' LAUDED

**Ex-Councilman Praises
Mayor at Hearing on
City Borrowing**

Mayor Curley was lauded as having 'shown vision unequalled by any mayor of Boston' in his street building program, during a hearing before the legislative committee on municipal affairs, today.

The hearing was on a bill of Mayor Curley's asking authority for the city to borrow not more than \$2,000,000 outside the debt limit for the reconstruction of accepted streets.

Former City Councilman Jerry Watson praised Curley when he spoke in favor of the legislation. Joseph F. Rourke, public works commissioner of Boston, favored the bill. He said that between 1700 and 2000 men were kept busy every day last year and that only Boston men would be employed in any new construction work undertaken by his department. Rourke said that many main arteries in the city were unsafe but the work of fixing them was a matter of time.

The opposition included Ellison G. Catheron, representing the Boston Chamber of Commerce, who said that the chamber did not oppose the expenditure of money needed, but did not favor abandoning the pay as you go policy.

Frank A. Goodwin, chairman finance committee, said: "I am not in position to say whether we are opposed or in favor, but there is a question whether the public works department can spend all the money it now has until we can see the budget." He asked that the committee be in no haste until the budget could be looked over.

Corporation Counsel Samuel Silverman told the committee he would submit a copy of the budget, which was being presented to the city council today.

Edwin D. Brooks, representing the Boston Real Estate Exchange, asked the committee to wait until they could have the whole picture.

CHARITABLE IRISH TO CELEBRATE TUESDAY

The Charitable Irish Society will hold its 194th anniversary assembly on St. Patrick's day.

There will be a business session in the morning, at which officers will be elected, and in the evening, at the Hotel Somerset, the anniversary dinner will be served. Toasts will be answered by Congressman John W. McCormack, Gov. Joseph B. Ely, Mayor James M. Curley and Judge Leo Healy of New York city. Bartholomew F. Griffin will be toastmaster.

Among the invited guests will be Maj.-Gen. Fox Conner, commanding the 1st army corps area; Rear Admiral Louis M. Hulton of the 1st naval district; Postmaster William E. Hurley and presidents of the following sister societies in Boston: British Charitable, Scots Charitable, Boston Caledonian, Intercolonial and Canadian Club of Boston. Other guests will be the society's honorary members, Cardinal O'Connell, United States Senator David I. Walsh, former Gov. Eugene N. Foss, the Rev. J. M. Prendergast, the Rev. Michael J. Dwyer, James J. Phelan and Edmund Reardon, a past president and a member of the society for 64 years.

JOSEPH S. B. KNOX WILL UNVEIL TABLET

Joseph S. B. Knox of 39 Agawan road, Waban, a lineal descendant of Maj.-Gen. Henry Knox, will unveil the tablet to his distinguished military ancestor at dedicatory exercises at Old High Fort, Highland park, Roxbury, Tuesday noon.

The dedication will precede the Evacuation day parade and will include a parade of military and patriotic organizations from Eliot square, Roxbury, at noon to to the old fort. The Fusilier Veterans and the high school cadets of Roxbury will participate, with William N. Hasson, commander of Roxbury post, American Legion, as marshal. Maj. Charles T. Harding heads the parade committee.

The exercises will start at 12:45 with a flag raising followed by invocation by the Rev. Fr. Mark Sullivan of All Saints Church, Roxbury. School children will sing patriotic songs. Judge Thomas H. Dowd of the commission for the marking of historic sites will preside. The tablet will be presented by Henry F. Brennan, chairman of the committee of arrangements and will be accepted by Mayor Curley.

Walter R. Meins, president of the Roxbury Historical Society, will speak briefly on the historical significance of the occasion. Other speakers will be Col. John B. Richards of the Massachusetts Society, Sons of American Revolution, and Councilman Edward L. Englert.

AMERICAN 3/16/31

ROURKE ASKS \$2,000,000 FOR REPAIR

Public Works Head Tells the
Legislature of Thorough-
fares to Be Paved

Some streets in Boston are a disgrace to the city, Public Works Commissioner Joseph A. Rourke told the joint legislative committee on municipal affairs today in pleading for Mayor Curley's bill to allow the city to borrow \$2,000,000 outside the debt limit.

This money would be expended in constructing new and reconstructing old streets, which would afford employment to many men now out of work.

Commissioner Rourke told the committee that one of the streets which is a "disgrace" is Northern ave. It will cost \$150,000 to repave this thoroughfare with granite blocks, he said. It is also planned to repave Congress and Summer sts.

AID TO JOBLESS.

"In my opinion," said the commissioner, "prosperity starts with payrolls and there is no better way of helping the unemployment situation in this city than by permitting Boston to borrow this \$2,000,000 outside the debt limit, for reconstruction of streets.

"If any of you gentlemen sat in my office for one day and listened to the stories that I listen to from men out of work, you would understand the need for it.

"We did 200 streets last year, new and old, and everyone in the engineering force worked overtime and did not get a cent for it. We did our utmost to keep men at work."

RAPS WADSWORTH

James A. Watson, former city councillor, praised Mayor Curley in favoring the bill. He said:

"I think the mayor has a vision unequalled by any mayor who ever sat in Boston City Hall. He is up and doing all the time."

He criticized Eliot Wadsworth, a representative from the Back Bay, for his alleged declaration that the city should not spend money until the depression period had passed.

"Mr. Wadsworth," said Watson, "lives in the Back Bay where there isn't a sidewalk that you can't roller skate on. He ought to live in Hyde Park where I do. Then he would have a different thought."

Globe 3/16/31

BOSTON'S BUDGET EXCEEDS 1930'S

Mayor Curley Submits It—Total Is Under Tax Limit of \$16 Per Thousand

Boston's budget for 1931 was submitted this afternoon to the City Council by Mayor Curley. It calls for \$2,094,580 in excess of the total of appropriation recommendations submitted in 1930. The allowances recommended for city departments within the tax limit for 1931 total \$38,957,838. This total represents a reduction of \$5,243,545 from the estimates as originally submitted by department officials. The personal service requirements are \$274,068 in excess of 1930, representing increase in permanent employees' pay-

rolls of \$433,434, offset for \$159,366, a decrease in temporary employees' payrolls and decrease in overtime payrolls. Provision is made for increasing the compensation of 1054 city employees; 802 patrolmen, \$40,000; 220 Fire Department privates, \$15,000; City Council, \$11,000, and Finance Commission employees, \$2000.

The budget total is \$503,000 less than the maximum appropriations possible under the tax limit of \$16 per thousand. Because of expenditures in the Welfare Department since Jan. 1, Mayor Curley kept well within bounds by reserving an amount adequate for the purpose if necessary.

Some of the departmental appropriations are: Police, \$6,331,918; Fire Department, \$4,710,750; hospitals, \$3,090,597; sanatorium, \$612,015; Sanitary Department, \$3,120,612; library, \$1,262,504; parks, \$1,845,441; health, \$1,111,039; bridges, \$483,398; ferries, \$567,946; street lighting, \$1,040,478; paving, \$1,349,782.

Public Works Total Knifed Hard

The recommendations of Public Works Commissioner Rourke were knifed hard by the Mayor, principally in item of \$2,000,000 for contract construction of and repairing of streets and sidewalks.

Salary increases noted above were made necessary because of the compulsory sliding scale system and the decrease from \$1500 to \$2000 for City Councillors.

By confining maintenance work to actually essential repairs to public buildings, parks, playgrounds and vehicles and cutting cost of hire of outside vehicles, \$137,457 was cut off the contractual service appropriation as compared with the 1930 budget.

The Mayor, because of the public welfare maintenance for January and February, amounting to \$1,000,000, looks to a total of \$6,000,000 for 1931 as well as \$500,000 for old age assistance in the last half of the year.

County appropriations have jumped \$51,126.24, and city debt requirements in excess of 1930 are \$595,759.

HOT DEBATE ON GOLF COURSE

Torrid debate broke out in the city council chamber today when Mayor Curley's request for an additional appropriation of \$275,000 to complete the new municipal golf course came up for a second reading.

Action was postponed for a few hours to ascertain if it was true that a Providence concern offered to do the work exclusive of rock removal, for \$150,000.

Under the rules, definite action had to be taken on the request today. This appropriation brings the total cost to \$500,000.

Councillor John F. Dowd charged that the work would go to contractors, to the exclusion of municipal day laborers; that only 300 or 400 "idle rich" would profit by the expenditure, and that the investment would be a dead loss to most of the city's residents.

Councillor John I. Fitzgerald, West End told of the Providence concern and Councillor Clement A. Norton of Hyde Park, in whose district the course is being built, volunteered to telephone to find out if it was true.

The charge that the expenditure would "do nothing but enrich contractors" was made by Councillor Francis E. Kelly, Dorchester, who said the money should be spent for the unemployed. Fitzgerald again took the floor to say that a surveyor engaged by the park department had disapproved the site for a golf course.

Goodwin 3/16/31

MAYOR CURLEY LAUDED FOR STREET PROGRAM

Watson Tells of Conditions in Hyde Park—Urges City Be Allowed to Borrow For Highways

Mayor Curley was lauded as having "the greatest vision of any man who ever sat in City Hall" for his street building program by Ex-City Councilor James A. Watson at a hearing today before the Legislative Committee on Municipal Finance.

Mr Watson appeared in favor of Curley's bill, asking Legislative authority for the city of Boston to borrow not more than \$2,000,000 outside the debt limit for reconstructing accepted streets.

The ex-Councilor took a fling at Representative Eliot Wadsworth and the streets of the Back Bay, saying: "They have no mud holes out there. You can roller skate on any of their sidewalks and you can almost eat off any of their streets."

"I do not always agree with Mayor Curley, but in this instance I think he has shown vision unequalled by any Mayor of Boston. He is up and doing all the time. I think he is wearing himself down doing it."

Mr Watson said he spoke as a citizen of Hyde Park, with its population of 50,000. He cited the condition of streets "in the sticks" and particularly in the vicinity of the High Schools in his section of the city.

"I am not sure who drew the lemon when Hyde Park was made a part of Boston," he told the committee.

Bringing the "depression" into his discourse, he said, "There is no depression except in the mind. The man who is out of a job is not yelling about it. It is the man who has a bankroll that he wants to hold onto, and then leave to his heirs, who is howling about depressions. Boston, to my mind, is getting more for every dollar spent than any city of its size in the country."

Joseph F. Rourke, Public Works Commissioner of Boston, in favor of the measure, presented numerous statistics to show the extent of his department's work during recent years.

He said the city kept between 1700 and 2000 men busy every day last year. He said that only Boston men would be employed on any new construction work undertaken by his department. He cited Northern av as one street that was soon to be rebuilt.

In reply to a question from a committee member as to "just what is the matter with Boston's streets?" Mr Rourke replied, "I attribute the present conditions simply to the fact that we have changed from horse-drawn vehicles to pneumatic tires since most of them were built. The tires simply tear up the roadbeds that were not originally built for their requirements."

Mr Rourke admitted that many main arteries in different parts of the city were unsafe, but said the work of putting them in first-class conditions was a matter of time, guided chiefly by the amount of money his depart-

ment was allowed, from year to year, to work on them.

Goodwin Suggests Delay

The legislation was favored by Representative Louis R. Sullivan of Dorchester.

Frank A. Goodwin, chairman of the Boston Finance Commission, suggested that the committee take no action on the bill until "we can get a look at the budget."

"Until we can see the budget there is a question as to how much should be borrowed and how much should be put into their budget," he remarked. The Finance Commission, he said, will submit a statement to the committee on the legislation with its recommendations later.

Corporation Counsel Samuel Silverman said the budget will be available shortly and that he will submit a copy of it to the committee.

The measure was opposed by Allison M. Catheron for the Boston Chamber of Commerce. In the event, he said, it would mean the abandonment of the pay-as-you-go policy.

The Boston Real Estate Exchange was also placed in opposition.

PUBLIC WORKS EMPLOYEES TO AID THOSE IN NEED

Employees of the Public Works Department have voted through their various unions to contribute one day's pay to the needy, the money to be expended in giving employment. Mayor Curley, after the conference today with union heads, said that if all city employees contributed a day's pay it would mean a fund of at least \$100,000.

Those at the conference were John J. Donovan, Albert H. Brennan, Timothy J. Reardon and Daniel F. O'Neil.

FIVE ASSISTANT ASSESSORS APPROVED

The appointment of five first assistant assessors at a salary of \$1700 a year was approved by Mayor Curley today. The new appointees: Thomas P. O'Connor, 215 N st., South Boston; George A. Maloney, 23 Walk Hill st., Forest Hills; Thomas J. Murphy, Lonsdale st., Dorchester; Francis T. Keefe, 33 Church st., West Roxbury, and Albert J. Gleason, Athol st., Dorchester.

STAFF AT DEER ISLAND IS INCREASED BY THREE

Three officers for service in the Penal Institutions Department at Deer Island were appointed by Mayor Curley today. The increased staff is necessary, according to the Mayor, because there are 896 prisoners at the island, 150 in excess of normal capacity. Recently 100 were transferred there from Concord Reformatory.

ALL WANT MAYOR AS THEIR GUEST

Curley Invited to Attend Nine Events Tomorrow

If Mayor Curley was physically able / inclined to keep pace with the invitations of his admirers for tomorrow, starting at 1 p m, this is all he would have to do:

1 P M—Speak at dedication of tablet to Maj Gen Henry Knox, Old Fort in Roxbury.

2 P M—Evacuation Day parade in South Boston.

4 P M—Corner stone laying, L-st bath.

6 P M—Guest Night, Women's Auxiliary to the Canadian Club.

6:30 P M—Dinner, Women's Auxiliary, Canadian Club.

7 P M—Charitable Irish Society.

7 P M—Dinner of the Jamaica Plain Council, K. C., Eliot Hall.

8 P M—Irish Night, Tammany Club, Vine st. Evening hall, Central Council of Irish County Association, Hibernian Building.

Mayor Curley said he will be present at the exercises held at 1 and 2 o'clock and he will make an effort to be present at the remaining exercises, but the probabilities now are that he will not be able to keep these six later appointments.

POLICE STATION ON SCENIC TEMPLE SITE

Owners Accept \$88,000 for Property

The new police station, to take care of Divisions 4 and 5, will be located on the site of the old Scenic Temple at Warren av and Berkeley st. Owners asked \$125,000. When Mayor Curley refused to see the price and rested on \$88,000 bid, the owners accepted.

AMERICAN 3/16/31

Curley Appoints 5 Aides to Assessor

Five men were today appointed permanent first assistant assessors of the city at salaries of \$1700 a year by Mayor Curley.

They are: Thomas P. O'Connor of N st., South Boston; Thomas J. Murphy of Lonsdale st., Dorchester; George A. Maloney of Walk Hill st., Forest Hills; Albert J. Gleason of Athol st., Allston, and Francis T. Keefe of Church st., West Roxbury.

cont

GLOBE 3/16/31

purposes in 1930. The following table indicates the group distribution of this excess.

Group	1931	1930	Increase
A. Personal service.	\$2,246,114.10	\$2,190,412.25	\$55,701.85
B. Contractual service.	876,587.75	900,572.25	*23,984.50
C. Equipm't	95,073.03	92,948.00	2,125.03
D. Supplies	349,693.00	339,043.00	10,650.00
E. Materials	36,130.00	34,910.00	1,220.00
F. Special items	83,553.51	79,539.35	4,014.16
G. Misc.	9,175.00	7,775.00	1,400.00

*Decrease.

CITY WORKERS POINT WAY TO \$100,000 RELIEF FUND

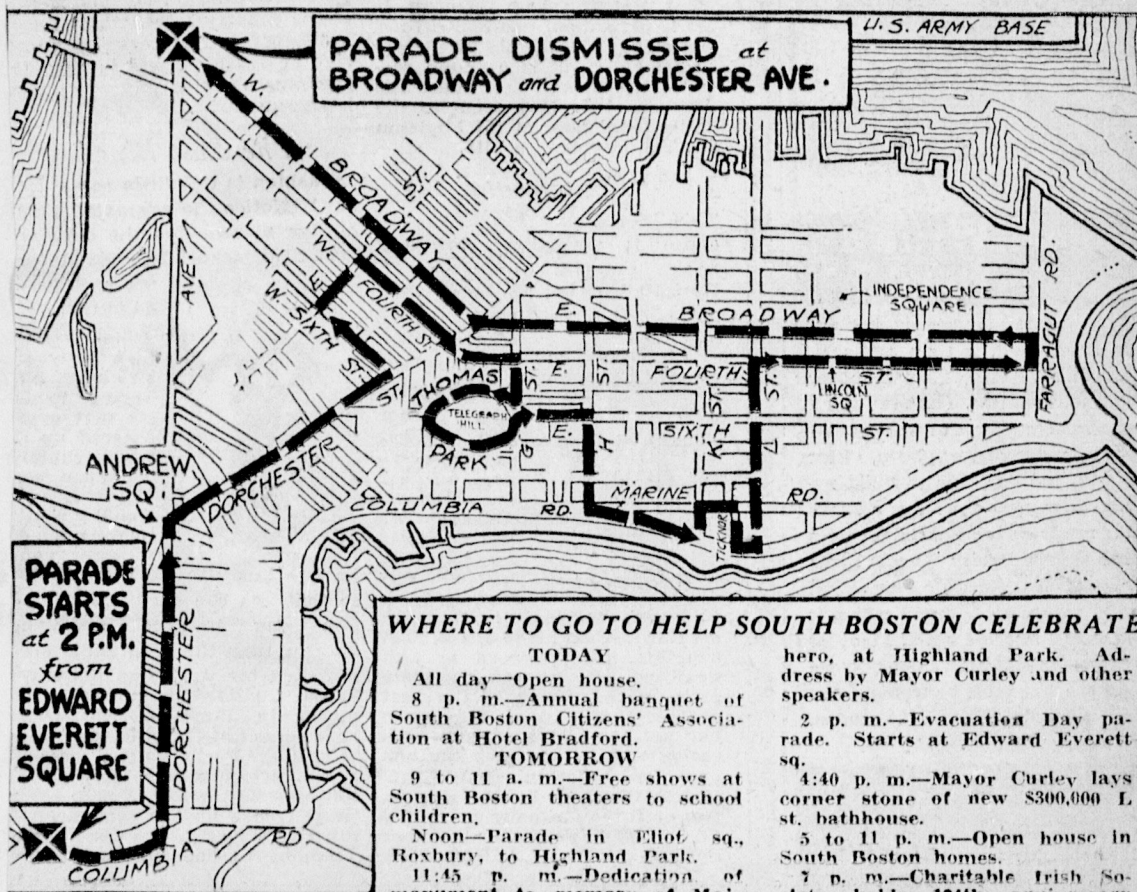
If all city employees follow the lead of those in the public works department, a fund of more than \$100,000 will be at the disposal of Mayor Curley for the benefit of unemployed.

The mayor was today informed by a delegation representing the 4000 workers of the public works

department that it was voted that each member of that department would contribute a day's pay to an unemployment fund.

Mayor Curley declared that if all other city workers who have not contributed anything as yet would do the same thing that much could be done to relieve conditions.

ROUTE OF EVACUATION DAY PARADE



STORY ON PAGE 4

WHERE TO GO TO HELP SOUTH BOSTON CELEBRATE

TODAY

All day—Open house.
8 p. m.—Annual banquet of South Boston Citizens' Association at Hotel Bradford.

TOMORROW

9 to 11 a. m.—Free shows at South Boston theaters to school children.

Noon—Parade in Eliot sq., Roxbury, to Highland Park.

11:45 p. m.—Dedication of monument to memory of Maj. Gen. Henry Knox, Colonial War

hero, at Highland Park. Address by Mayor Curley and other speakers.

2 p. m.—Evacuation Day parade. Starts at Edward Everett sq.

4:40 p. m.—Mayor Curley lays corner stone of new \$300,000 L. st. bathhouse.

5 to 11 p. m.—Open house in South Boston homes.

7 p. m.—Charitable Irish Society holds 124th anniversary banquet at Hotel Somerset.

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TRANSCRIPT 3/16/31

City's Budget Is \$2,094,580 Above 1930

**Mayor Curley, However,
Slashes \$5,243,545 from
the Estimates**

Unprecedented Cut

**All but Two of the Main
Groups Need More Money
This Year**

By Forrest P. Hull

Though Mayor Curley succeeded in eliminating the unprecedented total of \$5,243,545.42 from the departmental estimates, the annual budget which he submitted to the City Council this afternoon carries a total for city departments \$2,094,580.39 in excess of the total appropriations submitted in 1930. The budget is designed completely to absorb the \$16 tax limit granted by the Legislature, though last year the city was able to get along with more than a dollar to spare in appropriating power.

The budget recommendations cover five main appropriation groups, viz., city maintenance, within the tax limit; city debt requirements, count; maintenance, county debt requirements and appropriations for the income department of the city. The segregation is under eight group headings, all but two of which show increases over the previous year.

It is interesting to observe that salaries require \$21,465,157 of the entire city budget, and that despite the fact that the mayor refused general increases this year, to the great disappointment of thousands of workers, this item has increased \$274,068.31 over last year. There was an increase in permanent employees' pay rolls of \$433,434, which is partly offset by a decrease in temporary employees and a decrease in overtime work.

Extra Employees Needed

Though there has been a general desire on the part of the mayor to keep the personal service down, it has been deemed necessary to provide appropriations for 228 new positions, most of them in three departments. In the hospital department, because of the opening of new buildings and the great increase of patients, 129 new positions were created. In the Public Welfare Department the extraordinary increase in the number of applications for relief and the coming burden of the operation of the Old Age Assistance law necessitated forty-eight new positions. In the Health Department the continued extension of

clinics in the health units has necessitated the addition of eighteen permanent positions.

When it became known that the mayor would not grant the usual increases in salary, not even the step increases firmly fixed by custom, it was not known among the rank and file that he had yielded, as the budget discloses, to increases for 1934 employees which will add \$68,000 this year to the payroll. The exception to the rule was made in the case of patrolmen and privates in the police and fire departments, where, the mayor says, an implied contract may be said to exist whereby they are to receive \$100 step rate increases until the maximum for their groups is reached.

The twenty-two members of the City Council will receive their salary increases from \$1500 to \$2000 as ratified by the referendum vote last November. There are also ten employees of the Finance Commission who will receive a total increase of \$2000 in salary for the remainder of the year.

Savings and Increases

Mayor Curley has cut the contractual service by \$137,457, largely by deferring contemplated expenditures wherever possible, but it was found necessary to increase the appropriations for the lighting of city streets, extension of the operation of traffic signals and a larger program for the cleaning of catch basins.

The allowance for the purchase of new equipment is \$2267 in excess of a similar allowance for last year, though radical reductions in the amounts allotted to various departments for the purchase of motor vehicles, motorless vehicles, furniture and fittings have been made. In this manner it has been possible to absorb substantial increases in such departments as the Library, due to the expansion of the branches; the fire department, to permit of the rapid replacement of obsolete fire-alarm boxes; in the police department to improve the police signal system and to replace antiquated record and filing systems.

Though material savings have been made in items for fuel and animal forage, and in the upkeep of departmental plant structures, payments of non-contributory pensions for members of the police and fire departments, relief payments to families in need, aid of widowed mothers, workmen's compensation, soldiers' relief and old age assistance, matters developed through legislation have made unusual demands upon the treasury.

In the Public Welfare Department approximately 12,000 persons are being aided by the city at present, whereas last year at this period the number was 6000. The 1931 appropriations for the care of dependents and mothers' aid show an increase of \$2,625,000 over the original budget allowance of 1930. In addition, for old age assistance the estimate from July 1 is \$500,000.

Increased Tax Rate

"An increase of \$3,000,000 in the appropriations of any one department is an unusual and extraordinary happening," the mayor says. "Under existing circumstances, however, there appears to be no other course of action open to the city. Despite the absence of a community chest or any other method of securing contributions from individuals, our city has been remarkably free from disturbances arising out of widespread unemployment. In other large cities of the country, where negligible relief has been afforded by the city government, bread lines, mass meetings and other indications of social unrest have occurred. The

fact that Boston has not witnessed any of these distressing spectacles is the best testimonial that could be offered as to the wisdom of the policy pursued by the city.

"Of course, the abnormal increase in the appropriations for the Public Welfare Department is bound to be reflected in an increased tax rate, unless ways and means are devised whereby at least a part of the additional burden may be financed by other than direct taxation. The opening up of such ways and means unfortunately is not within the province of the city. Relief from direct taxation in this respect can only be secured by action of the Legislature. It is to be hoped that the propaganda now appearing in the columns of the public press will not blind the vision of the members of the Legislature to the extent that no relief will be afforded municipalities from the great financial burden imposed upon them by the existing economic depression. The obligation of providing for the needy must continue until society is safeguarded from recurring periods of industrial depression and this duty cannot be disregarded.

No Money for Streets

Mayor Curley made no allowance in his budget for reconstructing and repairing streets. He tells the City Council that his total budget recommendations, within the tax limit, are \$503,000 less than the total appropriating power available within the limit. "While I would have liked to appropriate this amount for reconstructing and repairing streets," he says, "I have been forced, because of the size of the expenditures of the Public Welfare Department, to hold this surplus appropriating power in reserve until sufficient time has elapsed to secure a more exact determination of the probable amount to be required during the year for the needs of this department."

"The expenditures of this department for care of dependents during the first two months of the current year was approximately \$1,000,000. This rate of expenditure, if maintained, would require a total expenditure of \$6,000,000 for the rest of the year. My budget recommendations include \$5,000,000.

City debt requirements for 1931 show an increase of \$595,752.29 over similar requirements in 1930. Approximately 30 per cent of this increase is to be found in serial loan requirements and is due, in a large measure, the mayor says, to the fact that in recent years it has been the policy of the Legislature to require that the period for which municipal loans are issued shall be shortened. The balance of the increase, or approximately 20 per cent, is to be attributed to the fact that last year a substantial increase in the amount of loans issued for public works, outside of the statutory debt limit of the city, was authorized.

Some of the important projects falling in this category are as follows: Reconstruction of existing streets, laying out and construction of new streets, sewerage works, the widening of Charles street and the widening and construction of Summer and L streets. In addition to these projects, sizable appropriations were made in the hospital department in connection with the \$6,000,000 building program. The issuance of these large amounts of debt not only made possible major improvements throughout the city, but also afforded increased opportunities for work to citizens of the community.

Appropriations for county maintenance show an increase of \$51,126.54 over the total recommendations made for county

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City and Town Heads Lean to Plan Of Distributing the Gasoline Tax

Mayors and selectmen of Massachusetts cities and towns last night commented on the Ely and Curley tax plans, most of them apparently favoring the later, expressing the opinion that a distribution of one-half the present gasoline tax will provide a wider distribution to communities in the state.

Some of the comment follows:

JONATHAN LAMSON, chairman of the Hamilton board of selectmen—I am in favor of the plan of Mayor Curley which, as I understand it, will provide for a distribution of one-half of the revenue from the present gasoline tax, and also is not opposed to a one-cent increase. In Hamilton—and I think you will find in practically every other city and town in the state—the urge is for lifting the tax burden from the real estate owners. This plan would allow the committees to meet the increased cost of maintaining departments and also enable us to do considerable road work.

WILLIAM A. O'CONNELL, chairman of Weymouth selectmen—If a 2 cent gas tax is now fairly distributed and if a added cent will help towns and cities in highway construction, I favor it.

EDWARD AVERY, chairman of Braintree selectmen—I am not in favor of an increase in the gasoline tax.

WILLIAM A. HASTINGS, mayor of Malden—I am in favor of the Curley plan for a gasoline tax because it would mean a greater return of liquid money to the municipalities to help to bear the terrific burden of welfare departments.

EDWARD H. LARKIN, mayor of Medford—Inasmuch as I was the one who made the motion to adopt the Curley plan, before the meeting of Massachusetts mayors and selectmen at Boston City Hall this week, naturally I'm for it. I would be in favor of both tax proposals if both could be passed.

ROBERT A. PERKINS, mayor of Melrose—I am in favor of Mayor Curley's plan, on the basis that it would give greater funds to the municipalities.

CHESTER S. COOK, chairman of the Wenham board of selectmen—Either Gov. Ely's plan or Mayor Curley's proposition, which would give some return to the cities and towns would be, I feel, generally welcome. While the plan of the Boston mayor would not increase the gasoline tax and that of the Governor would, still I feel that a cent increase would not be a burdensome one on the motorists. With the present price of gasoline as low as it is there might not be such a general complaint as if it were selling for 25 cents a gallon as it was not long ago. Wenham and other North Shore cities and towns could use the return from the state to good advantage in the reconstruction of roads.

ANDREW A. CASASSA, mayor of Revere—I favor either bill if it can be passed.

JOHN J. WHALEN, mayor of Chelsea—I favor the gas tax plan if it will really work, because the sticks have been getting most of the gas tax revenue to date.

DANIEL A. ROLLINS, chairman of the Brookline board of selectmen—I have not gone into the matter carefully enough to form an intelligent opinion.

HOLLIS M. GOTT, chairman of the Arlington board of selectmen—I am not in favor of any tax increases at the present time, I would favor the Curley plan provided the one cent from the gas tax is used entirely on the highways.

PATRICK J. DUANE, mayor of Waltham—I am heartily in accord with Gov. Ely's plan. It has undoubtedly been given serious thought and consideration.

REPORT GOODWIN OUT FOR REGISTRAR

Discussed Vacancy With Governor, It Is Said

Chairman Says He Did Not Tell Ely He Was After the Job

Commissioner Frank E. Lyman of the State Department of Public Works said yesterday afternoon that he expected to appoint tomorrow a successor to George A. Parker as registrar of motor vehicles. Mr Lyman said the name would be placed before Gov Ely and the Executive Council for approval, as required by law, and until that time he would make no further statement. Mr Parker recently resigned to accept a position as trustee of the Lotta Crabtree estate.

There was a report in circulation at the State House yesterday that Frank A. Goodwin, chairman of the Boston Finance Commission, who has held the position of registrar, is again a candidate for the place. Mr Goodwin called upon Gov Ely yesterday afternoon and the vacancy was discussed, it is stated.

Mr Goodwin said last night: "It is true that I had a talk with Gov Ely today, but I did not say that I was after the registrar's job. There is nothing I can say tonight."

1987 GLOBE READERS WRITE TO EX-SOLDIER

Lonely Veteran at Dayton Flooded With Letters

Newtonville Resident Is First to Answer Appeal Sent to Mayor

Life in a soldiers' home is sometimes lonely, even when one receives frequent letters from friends and loved ones. Without the letters, life is more than lonely. It is a kind of desolation.

William Troup, a World War veteran at the National Home in Dayton, O, never received any letters and when he penned an appeal to Mayor Curley to find him friends and correspondents he was deeply experiencing that feeling of desolation.

The letter reached the Mayor three weeks ago. The Mayor turned it over to the Boston Globe, knowing that results would be forthcoming. A story was printed and the results came—in a flood, a deluge of letters.

Yesterday the Globe received a message from the once lonely soldier in Dayton.

"I wish to thank you for what you have done for me," the letter said, "for I am really happy now. I have received to date 1987 letters and among them have found people whom I have known all my life. I intend to answer all letters and wish to thank the Mayor's office, the radio, and everyone who shared in this.

"The first letter came from a young lady in Newtonville, Mass, Miss Gussie Schnoble of 149 Otis st, a very interesting one. One that would even cheer old Kaiser Bill on his flight from Berlin to Holland."

The Globe informed Miss Schnoble that her letter was the first of many to reach the lonely veteran. She was delighted to learn of the generous response to the soldier's appeal.

EVACUATION DAY PROGRAM OPENS IN SOUTH BOSTON

Ct. Educator Stresses Modern Need for Patriotism Of Early Leaders

HITS BIOGRAPHERS' ATTACKS ON HEROES

2500 See School Essayists Get Prizes—Huge Parade To Be Tomorrow

Necessity for developing a patriotism even greater than that which sent the colonists to war with England, to cope with the more complex problems of today, was stressed by Dr. Nelson Hume, headmaster of the Canterbury school of New Milford, Ct., the speaker at the historical exercises commemorating the 155th anniversary of the evacuation of Boston by British troops.

The exercises were held last night at the Broadway Theatre, South Boston, before 2500 persons, and signalled the start of a three-day celebration that will reach its climax in a monster military parade tomorrow afternoon in South Boston.

Tonight one of the major events of the celebration will be staged at the Hotel Bradford, when the South Boston Citizens' Association holds its annual banquet, to which Gov. Ely, Mayor Curley, Cong. John W. McCormack, Dist. Atty. William J. Foley, Lt.-Gen. Edward L. Logan and others have been invited. Throughout the peninsula district "open house" will be held and visitors welcomed on South Boston's day of days. Included in the celebration will be the laying of the cornerstone of the new I street bathhouse by Mayor Curley, tomorrow afternoon, and the 14th anniversary banquet of the Charitable Irish Society at the Hotel Somerset in the evening.

Dr. Hume was chosen speaker of the South Boston Citizens' Association's observance of the evacuation by Mayor Curley, whose son, Paul Curley, is a student at the Canterbury school. Mayor Curley was prevented from attending the exercises by a severe cold, but Paul Curley was present.

Introduced by the chairman, Andrew J. Gleason, past grand knight of Pere Marquette Council, K. C., Dr. Hume humorously said that Gen. Howe is not given credit for having decided to evacuate Boston on St. Patrick's day and suggested that had the general

known the racial origin of South Boston residents decades later he might have delayed a bit.

BIOGRAPHERS HIT

It may be a good thing for us to grow up with the idea that our heroes were truly patriotic, that they were men of wisdom, courage, and self-sacrifice, he said. He did not commend the efforts of recent biographers so eager to take away the false glamour about these great leaders that they have over-emphasized the things not truly heroic.

"The more eminent a hero has been, the more eager some biographer has been to show that his feet were of clay, too often omitting that his head was of gold," he declared.

Telling of the events preceding the evacuation, Dr. Hume pointed out that it was an astounding thing at the time, that it filled the colonists with courage to continue their fight. It seemed incredible and for that reason, even today the leaders and workers in the army are made to appear demi-gods and supermen.

He said, in part:

The leaders were inspired, but the rank and file were ordinary men, inclined to be selfish, self-seeking, weak of purpose and eager to transfer the responsibilities of citizenship. If we can be inspired by the example of their leaders, there is hope for us in the great problems that confront American citizens today.

TASK CALLED MORE SIMPLE

It may be asked what problems we have that are equal to the problems they faced. I honestly think that their task was much simpler than ours. It was an up and down question of tyranny, of taxation without representation, or whether they were to live as free men. Their problem was to resist the force of arms of a military organization. It was moral to seize a rifle, to join a group, to fight. They had the advantage: their problem was a concrete fact while ours is difficult to recognize even though it may be actually confronting us today.

It is true that it is a simpler task to display patriotism in wielding a musket than in wielding a ballot, and that many citizens seem to be more effective with a machine gun than with a voting machine, and yet if peace has its victories no less renowned than war, it is also true that peace makes its demands no less stringent than war does.

The patriots of 1776 had their problems. We in 1931 have ours. Have we the patriotism needed to solve them? If we only could be convinced that in 1776 the men in the ranks were men such as we are, we should get more help in facing our present problems than we should in thinking of them all as heroes.

These days present a great contrast to the days of the Revolution. There are probably no two nations more closely united than Great Britain and the United States today. Not from without will the danger come; we must look within and even then we find our dangers disguised. We all have a vague feeling that our country is now going through a crisis in dealing with social, economic and political conditions that have developed. That there is something wrong with our political life, especially the making and enforcement of law, is obvious to anyone who looks around.

It is evident that we need national leaders in this day to define national issues and to call on us to stand shoulder to shoulder in meeting these issues. The Wickersham commission spent two years trying to find something, and nobody knows what the decision was, not even those who furnished it.

There is no use listening to the prompting of discouragement, to say that those heroes had better stuff than we have. They were not heroes until they overcame their selfishness and, if we do the same thing, we will be equal to them.

Three school children of South Boston were presented gold, silver and bronze medals for prize essays on the evacuation of Boston. They were Edward O'Donnell, of the Nazareth School, Eleanor Serafini, of the William E. Russell school, and Mary Hale, of the Gate of Heaven school. The presentation was made by Charles O. Halloran, chairman of the judges.

Ten essays were awarded honorable mention. Hearing, several days ago, of this fact, Mayor Curley donated 10 pen and pencil sets to these children. The sets were presented last night to Cathleen Dirrane of the Nazareth school, Olga Udaley and Anna Kelleher of the Norcross school, Robert McDermott and Stuart Wiley of the Thomas N. Hart school, Dorothy Walsh of St. Augustine's school, Edward Noonan of the Bigelow school, Mary McGearry of the SS. Peter and Paul's school, and Paul Walsh and Edward Healey of the Gate of Heaven school.

The program opened with a brief address by William L. Kendrick, president of the South Boston Citizens' Association, who thanked the committees which worked to put the celebration over. He particularly thanked Mayor Curley, Edmund L. Dolan, city treasurer and director of public celebrations, for their co-operation. He then introduced Chairman Gleason.

The musical program included soprano solos by Mrs. Katherine F. Clougherty, accompanied by Miss Margaret R. Mahan and Miss Rose M. Flaherty, accompanied by Miss Mary C. Murray; tenor solos by Lawrence Thornton and Herbert Arvidson, accompanied by Leo Sullivan; soprano solos by Miss Gertrude Anderson, accompanied by Mrs. Gertrude Dennis, and a contralto solo by Mrs. Alice McCauley; a trumpet solo by Charles F. Barbara, a vocal duet by William Kean and Joseph Barry.

High spots in the program were the declamations: Edward Everett's "Dorchester Heights in 1776," by Matthew C. Doyle of South Boston high school, and "Washington's Farewell to His Army," by Miss Dorothy C. Hocknell of SS. Peter and Paul's school. The exercises closed with the singing of the Star Spangled Banner, led by Robert W. Murray, stage manager.

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May Seek More of Tax Money To Go to the Cities and Towns

Proposed Amendments to Ways and Means Bill Foreshadowed, One by the Governor's Spokesman

Two amendments, and possibly three, seemer likely last night to be offered on the floor of the House this week to the ways and means bill supported by Gov. Ely for one cent additional gasoline tax and a \$11,500,000 emergency construction program. The purpose of these amendments is to obtain an actual cash distribution to the cities and towns out of the \$5,350,000 yearly resulting from the one cent increase.

In addition to the amendment by Rep. Horace T. Cahill (Republican) of Braintree, to turn half the proceeds of this extra cent tax into the state highway fund and divide the rest between the cities and towns, Rep. Roland D. Sawyer was credited last night by his fellow Democrats with the intention of offering an amendment for some division of the one-cent between the state and the municipalities, while Francis E. Rafter of Salem, Gov. Ely's spokesman, admitted the possibility that he might offer an amendment "to give the cities and towns a greater part of the extra cent, and to give it direct in cash."

The part that had been under discussion was the three-fifths that the House ways and means committee recommends utilizing for amortizing the proposed note issue to finance the construction program over four years.

"The hope of the cities and towns to get money from the gas tax depends almost entirely on the fate of the Governor's bill and the amendments that await it in the House," said Representative Rafter, "and it is possible that I will offer such an amendment. I think we have to choose between abatements of assessment for the cities and towns, and cash. It is Gov. Ely's purpose to help the cities and towns. It was an issue of his election campaign."

While very few legislators were willing yesterday to express their views for

publication, some leading Republicans, speaking "off the record," agreed with the Democrats that it would be hard for some of them to go back to their districts and face the consequences of having voted against any relief for the communities.

Meanwhile, Mayor Curley's proposal to split the present two-cent gasoline tax and distribute one cent of it to the municipalities, is on the Senate table, known as Senate 47. There is conceded to be a possibility that it may be offered as an amendment to the ways and means measure.

This bill is now held in committee on bills in third reading and may be reported into the House tomorrow or Wednesday. It gives nothing to the cities and towns in cash, but affords them relief in the form of abatements of assessments for supporting the state public works department's program.

There were strong expressions in favor of an increase of the gasoline tax yesterday on the part of legislators, and members of all groups were strong in their protestations that they wanted to do something for the towns and cities.

Chairman Arthur W. Jones of the House Ways and Means committee:

"I don't believe, if the additional one cent per gallon tax is put upon gasoline that the consumer will have to pay it. When the present two-cent tax was passed it was predicted that gasoline would be higher on account of it, but it is not, in fact, is much lower. A good deal of the objection to a gasoline tax comes from those who give our roads the hardest usage and ought to pay to maintain them.

"This also is true very largely of the outcry about the automobile insurance rates. Those rates reflect the accident situation and accidents are very largely the result of congestion. The gasoline tax comes the hardest on those who use the roads the most, and it makes the motorist from out of the state pay his share toward maintaining the roads in the commonwealth. I feel very strongly in favor of anything that is going to better the automobile program, and the gasoline tax is a way to do it without putting the burden on real estate, which is very heavily taxed in some communities now. The ways and means committee is not putting any more burden on property owners than can help, and certainly not this year. I have not said anything yet about the \$11,500,000 budget, including

the highway building and maintenance projects, because we wanted to have this gas tax situation cleared away first."

GASOLINE TAX FAVORED BY THREE G. O. P. CLUBS

An additional one-cent tax on gasoline was favored by the executive committee of the Mazzini-Garibaldi Republican Club, meeting yesterday afternoon in Paine Memorial hall, as the most equitable way of obtaining additional revenue for the state. Executive committee members of the Watertown Citizens Club and the Henry Cabot Lodge Republican Club, affiliated organizations, attended the meeting and concurred in the vote.

The proposed poll tax for women was opposed, although the possibility of imposing such a tax on women employed by the state, federal or city governments was admitted. Anthony Laur-

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G. G. A. DEMANDS MORE CITY ECONOMY

Legislative Committee for Inquiry Urged

Would Accept Challenge of Curley on 1931 Budget

The formation of a Legislative Committee to investigate ways and means of curtailing municipal expenditures and borrowing in Massachusetts was recommended in a public statement by the Good Government Association yesterday.

The recommendation follows the recent statement of Senator Samuel W. Wragg, chairman of the Legislative Committee in Municipal Finance. The Good Government Association's statement follows:

"Senator Samuel W. Wragg, chairman of the Legislative Committee on Municipal Finance further intensifies the present tax controversy by his capable statement on the impending crisis in municipal finance in Massachusetts. He declares that many of our cities are living beyond their means and that some are headed toward a serious financial crisis."

"Immediate and forceful action is plainly necessary. The problem faced by the taxpayers of Boston should receive immediate attention. In view of the situation we strongly recommended:

"That a Legislative Committee be formed to investigate ways and means of curtailing municipal expenditures and borrowing in Massachusetts."

"That the Chamber of Commerce and Boston Real Estate Exchange accept the challenge of Mayor Curley, and thoroughly investigate the proposed budget for 1931 with a view to making specific suggestions as to practical means of effecting substantial economies in the government of the City of Boston."

"It is high time we turn our attention to economical, business-like government rather than concentrate our efforts on finding new sources of revenue to defray ever-increasing city expenses."

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excuse for the huge expense involved. Already millions of dollars have been paid out directly to veterans in Massachusetts under the adjusted compensation act, but its effect on business has not been appreciable. The futility of meeting the unemployment crisis by expenditures from the public treasury is impressing itself daily on the public mind.

Former Gov. Fuller undeniably still

ulated public interest in the situation when he projected himself into the controversy. His statement entitles him to some claim on his party's leadership. Conditions have been increasingly favorable to his return to the political scene.

Lt.-Gov. Youngman has been involved in political disputes involving the mechanics of party nominations, while he has not yet asserted leadership in the controversy over taxation and expenditures on the pretext that it is not any part of his duty to mingle in it.

Doubtless Mr. Fuller has grasped the opportunity forcefully. The effect of his leap into the battle was helpful. Whether it will stem the tide of extravagance which now threatens remains to be seen. That it has established his right to be high in the party's councils cannot be doubted.

Gov. Ely's reply had the complexion of a pre-election speech. His attack on the automobile injected a quixotic flavor into the discussion and, while his sentiments with regard to the curse of the automobile indicated extreme courage, there is grave doubt whether he enhanced his political fortunes by it. Regardless of what one may say, the figures at the registry of motor vehicles show that the automobile has more followers today in this commonwealth than either the Republican or Democratic party.

Before leaving the taxation discussion there is one comment to be made on the curious progress of the fight made by the Democrats. Representative Leo M. Birmingham is entitled to all sorts of compliments because he directed a winning fight and Representative Francis E. Rafter may share the glory because of his able presentation of the Governor's views, but why was not the aid of Representative John P. Higgins sought?

Higgins is very close to Martin Lomasney and he is one of the ablest members in the House on the subject of municipal finance. Like former Senator Frank W. Osborne of Lynn, he is a student of the subject. Of course, in issues of the magnitude of the construction program, representative spokesmen get into it only on invitation. We have been curious to know why Higgins's name was omitted from the list.

ANOTHER OFFICE TO FILL

The Governor now has another unexpected appointment to make to the registry of motor vehicles. Nominally it is made by the commissioner of public works, but folks have begun to have it impressed on them that Mr. Ely is Governor and he will dictate the appointment.

It ought to be fairly apparent to all by this time that he proposes to appoint

none but Democrats to office. Frank A. Goodwin acquired considerable popularity as registrar of motor vehicles and his name has been suggested for the job, but it is doubtful if the Governor has any need of his advice in operating the commonwealth's affairs with so much of it available from such men as John F. Fitzgerald, Mayor Curley, Martin Lomasney and Daniel H. Coakley.

Mayor Curley will not escape some chastisement by the Governor. Since early in the week he has had before him the bill placing the mayor's 23 second assistant assessors under protection of civil service. Not yet has it been signed. In fact, it was returned to the Senate the other day with a request for an operation.

There was scant information in regard to its quiet journey back to the Senate and less about its subsequent return to the Governor with a polite refusal to lay it on the table where it might be permitted to rest in peace. The Governor has until Wednesday to sign it. His unsuccessful attempt to have it retired to green pastures indicates the possibility of a veto. Mayor Curley knew Friday about the movement to give it a painless death and that might have motivated his unique discussion of the inability of Gov. Ely to produce the construction program he has outlined.

By the time that Gov. Ely emerges from a few important legislative skirmishes, he may eventually find himself in a mood to heed Al Smith's oft repeated warning not to let platform pledges be empty gestures. During the election campaign the Governor toured the state asking for Democratic votes on the promise that he would drive the Boston Democrats out of positions of power and authority.

Before running out of paper, it might be timely to tell about the House member who boasted the other day that he never yet has cast a vote for a taxation measure. That's representation without taxation.

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L. U. OPPOSES

POLL TAX INCREASE

Committee to Study Ways to Finance Old Age Relief

Mayor Under Fire for Award of Edgestone Contract

The delegates attending the meeting of the Boston Central Labor Union yesterday were unanimous in condemning the proposal to increase the poll tax for men and the placing of a \$2 poll tax on all women over 21, to create a fund for the old age relief law, which goes into effect on July 1.

Despite a number of protesting speeches, the recommendation of the resolution committee that a committee of five members be named to study the tax situation and bring in a substitute proposal at the next meeting was accepted.

The opposition to having the subject matter referred to a committee for study was based on the grounds that the next meeting will not be held for three weeks, on April 5, and it was possible during this time for the Legis-

lature to adopt some tax proposition without organized labor having a chance to be heard on the question.

More than two hours were spent in the discussion of this subject.

Favors Income Tax Increase

John Carroll, of the Cement Finishers' Union proposed that the funds for this relief be obtained through the plan proposed by Mayor James M. Curley for a 10 percent increase on the income tax bills.

By this system, he said, "industry will pay for this pension, as it should. Some working men will help pay this expense, but the working man who pays \$1 will find that his employer, through excess profits and other taxes, will pay \$1000."

Sylvester J. McBride, former president of the Boston Typographical Union, sponsor of the resolution condemning the extra poll taxes, who consented to the committee recommendation for the study committee, favored the getting of the relief funds through the extra income taxes.

Frank H. McCarthy, general organizer for the American Federation of Labor and chairman of the resolution committee, during the committee report stated that every effort is being made by the Massachusetts Tax Association and like organizations to throw the burden of taxation upon the people least able to afford to pay the bills.

During the discussion it was charged that the Minimum Wage Commission is a joke in practice, and the proposed legislation on a poll tax for women would be vicious because of the failure of this commission to prevent the exploitation of women in industry.

Protect City Contract

Sam Squibb, president of the International Granite Cutters' Union, filed a complaint against the action of Mayor James M. Curley in awarding a contract for edge stones to a firm located outside of Boston, declared to be nonunion, while a meeting with a committee working in the interests of a Boston firm, which is union, was scheduled to take place the day after the contract was awarded.

A committee consisting of Frank Fenton, Harry P. Grages, Michael J. O'Donnell and Michael McSheedy was named to seek a conference with Mayor Curley and demand an explanation of the action in awarding a contract before meeting the committee for which a time had been set.

It had been announced at the previous meeting that Gov. Joseph B. Ely would attend the meeting yesterday and address the delegates, but an announcement from Frank Fenton stated that he had been called to Westfield, but would address the first meeting at which he found himself in Boston.

As a result of a request from the American Federation for a committee to assist in the fight for the repeal of the 18th amendment, Pres. J. Arthur Moriarty named Michael J. Hines, Harry P. Grages, John J. Kearney, Richard Garrity and Harry Russell as the representatives of the Boston Central Labor Union.

The committee which will study the tax problem was named by Pres. Moriarty, and comprises Sylvester J. McBride, John Macdonald, William Collins, E. A. Johnson, and Joseph Cabral, former president of the Massachusetts State Federation of Labor.

THREATENED ELY-CURLEY SPLIT MAY PLUNGE STATE DEMOCRACY INTO GOOD OLD-FASHIONED FIGHT

By W. E. MULLINS

Now that Congress has put up the shutters and gone fishing, much more attention can be devoted to events on Beacon Hill. The past week has not been without interest to political observers in this commonwealth. The quiet which ushered Joseph Buell Ely into office and saw him started on his career as Governor now turns out to have been merely the calm which precedes the storm.

The Governor already has had occasion to discover that the course of true politics never runs smooth. We submit that it is far from a partisan expression of opinion to state that there now exists the remote possibility of a good old-fashioned political fight in the ranks of the apostles of Thomas Jefferson. In fact, if the Governor had not been under a restraining influence, lest the success of his pet project be further endangered, all such speculation would be needless.

If the major highway project eventually is shelled to destruction its failure may easily be attributed by Mr. Ely's friends to the operations of Mayor Curley. Had the issue been presented to the Legislature a fortnight ago while the mayor was in Florida it is safe to say that it now would be safely translated into the statutes.

While it is readily admitted that the Governor's ambitious proposal for a 10-year issue of bonds would not have been accepted, it seemed to be reasonably sure that the Republicans would have been in a mood to compromise to the extent of giving him the \$11,500,000 he requested on four-year notes with an increase of 1 cent in the gasoline tax to finance the entire program.

That compromise, it develops, was acceptable to the Governor. To fulfill the obligation to which he had committed himself in numerous addresses subsequent to his election, he was compelled to make a show of fighting for the bond issue. The compromise seemed destined to be passed without any too great difficulty until Mayor Curley suddenly advanced his proposal for a flat 10 per cent. increase in the income tax.

WHERE HE BLUNDERED

The Governor, always an agreeable gentleman, committed the blunder of giving it his approval by characterizing it as the best suggestion that had been brought to his attention. Once that tax increase had been called to the attention of the public a sudden wave of resentment against all taxation measures developed and in the unreasoning anger against the general principle, the gasoline tax bill, carrying provisions for

the highway construction, suffered.

There have been countless second guesses about the Governor's strategy during the week. Former Gov. Fuller blasted the general scheme of taxation increases, which, he declared, in picturesque manner, had placed the "kiss of death on Massachusetts industry." The Governor already had announced his intention of turning to the radio to support his proposed legislation.

The Fuller blast was published in The Herald Tuesday morning and although the Governor's engagement list was crowded with appointments that day to meet various delegations in reference to his pending appointment to the superior court bench he somehow found sufficient time to prepare his address and incidentally include in it his respects to Mr. Fuller.

Now, there was considerable after-math concerning the strategy of departing from his subject to take Mr. Fuller to task. Some contended that he should have ignored the attack. Being a militant sort of a gentleman himself, he does not follow the practice of turning the other cheek. Had he refrained from making a reply he would have been accused of ducking the issue.

Some of the legislators used the counter attack on Mr. Fuller as an excuse for voting against the gasoline tax increase. That's false reasoning. If there had been any merit in the bill originally it had not been eliminated by the exchange of courtesies between the Governor and his predecessor once removed.

Because he had refrained from using the special broadcasting microphone in his office, it had been said that it was a cap pistol. Facts subsequently proved that it was a cannon. Any one who thinks that Mr. Fuller has been subdued by the vigorous attack turned back on him has forgotten his reputation. He'll be heard from again and presently.

The legislative engagement in the two House sessions which saw the bond issue amendment and the gasoline tax increase compromise bill rejected and then reconsidered and passed to a third reading was singular and absorbing.

DESERTION OF GROUP

A group of 11 Democrats deserted the Governor. The Republicans on the ways and means committee went over to his side in support of their compromise bill. The Republican House organization fought both bill and amendment with savagery that had not been revealed thus far in the session. The speaker's cabinet, the rules committee, was seen in the unusual role of refusing to support its powerful and influential ways and means committee.

That was a bad precedent to establish, with so many measures of vital importance still to come.

The absence of former Representative Henry L. Shattuck was noticeable. The gap was filled rather ably by the admirable Representative Christian A. Herter, his immediate successor, and he has presently become a hero in the eyes of many of his associates because of his loyalty to the cause to which he had committed himself in the face of the abandonment of it by several of his committee associates.

For 10 years Shattuck was a powerful influence in that branch. It was common talk that, because of his tremendous influence and power, no other Republican had the opportunity to develop those qualities of leadership which could have been made use of this year. The Democrats are scarcely better off.

The fact that the Legislature has not produced an outstanding state-wide Democrat in the past decade is the best evidence of its weakness in this respect. There are many alleged leaders in both parties, but the test of real leadership is in the votes which one can command in a pinch, and none has yet demonstrated an ability to influence these in any substantial numbers.

Both sides have drawn blood in the House in the preliminary skirmishes of the highway construction bill and the outcome is uncertain, although the Governor presently has the upper hand. One thing is certain. The man in the street has begun to sit up and take notice that the abandonment of the pay-as-you-go policy is only one policy of the new Governor. That he has many others is now a matter of common knowledge.

What the man in the street finds hard to understand is how the Governor can reconcile his attempted abandonment of that policy with his plans for increasing the gasoline tax. In one breath he urges the abandonment of that policy because times are hard and it would be unfair to raise the money for his programs this year, and in another breath he urges an increase in taxes to relieve property owners from the immediate burdens of taxation.

UNFRIENDLY EDITORIALS

The mayor's advocacy of an income tax increase has brought down on the Governor's head for the first time in his administration a barrage of unfriendly editorials. Public sentiment has taken a decided stand against his entire program. People are beginning to wonder whether the unemployment pretext, which has been offered as an excuse for the unusual highway and building program, is even a plausible

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policies was a deliberate falsehood and was published evidently for the purpose of creating a breach between his excellency and myself, or for the purpose of conveying the impression that our relations are not harmonious. Nothing is further from the truth.

I have a profound appreciation of the problems confronting the Governor and I am only too familiar with those confronting myself and the mayors of cities and the chairmen of the boards of selectmen throughout the commonwealth. The needy are not responsible for the present industrial depression, and it is futile to depend upon the benevolence of the public to provide for their needs. So that until society has devised the machinery for providing for the unfortunate and needy it is plainly the duty of those in public office to meet the situation in such manner as will be the least burdensome to the public as a whole, and until some better method is presented than that determined upon by the mayors and chairmen of boards of selectmen there is no other course open but to labor earnestly and actively in behalf of the proposed legislation.

The state department of public works, in its denial of the mayor's declaration of its inability to handle the work outlined for it, referred to him as "someone not connected with the department of public works. Its text, reported to have been prepared at the Governor's direction, follows:

The department can handle without difficulty all the work under construction for 1931, including all the projects in the proposal of the Governor without any question.

The department already has approximately \$3,000,000 worth of work ready to advertise for bids of the \$10,000,000 of the Governor's program, awaiting appropriation from the Legislature. The department has also approximately \$200,000 in chapter 96 work already to advertise for bids and awaiting appropriation by the Legislature. By the time the Legislature has acted upon the budget and the proposal of the Governor the department will have a much larger amount available for immediate advertising for bids.

The department already has let contracts for this year involving \$2,650,000. The engineering force of the commonwealth is far greater than that of the city of Boston, the commonwealth having approximately 700 engineers while the city of Boston has approximately 200 engineers in the street and public works department.

ASSAILS MAYOR ON INCOME TAX

Associated Industries Holds Proposal of Increase Ill Advised

Opposition to Mayor Curley's already abandoned proposal for a flat 10 per cent. increase in the income tax was registered yesterday by the Associated Industries of Massachusetts. In a statement from the taxation and legislative committees of the organization it was called ill advised.

The Associated Industries also objected to the action of the House of Representatives in reducing the age limit of the old age assistance act from 70 to 65 years. It suggested that it might not be imprudent to postpone operation of the law "for a period and until such time as the taxpayer is in better state."

Its statement follows:

The suggestion that an increase of 10 per cent. upon the income tax received from individuals and corporations be laid and distributed to municipalities in the same manner in which the income taxes are distributed for the purpose of assisting the municipalities in meeting the extraordinary current expenses for relief has been considered by the taxation committee and the legislative committee of the Associated Industries of Massachusetts sitting jointly today.

UNANIMOUS OPINION

It was the unanimous opinion of the two committees that such legislation would be ill advised. The fiscal situation in which the respective municipalities find themselves by reason of resorting to their treasury for relief varies greatly throughout the commonwealth. The proposal, nevertheless, is distribution to all municipalities in the same manner in which income taxes are now distributed without regard to the situation of the individual municipalities in respect to their expenditures for relief. The condition of their treasury and respective opportunity for saving in other lines of municipal expenditure would in effect bring about a distribution of funds exacted from taxpayers, already considerably burdened, in an amount not required in many of the communities, so that they would be receiving unexpected revenue not required for relief, but likely to be expended in other lines of municipal expenditures, some of which might well be extravagant.

Legislation which aims primarily to afford relief in specific instances but which results in a general distribution of funds regardless of individual need is clearly ill-advised.

Furthermore, many municipalities, faced with enlarged demands upon their treasury for relief, have resorted, or are resorting, to economy in other lines of municipal expenditure which are improving the financial situation of those municipalities and constitute a wholesome movement toward further municipal economy and lessening the danger

of increasing local taxes on real estate and are clearly desirable. The effect of the proposed legislation would be to retard this wholesome movement. Aid of the character suggested in the proposed legislation would clearly weaken the attempt of local communities to handle the situation in as large a degree as possible through their own efforts.

Finally, the proposition that the proposed relief should be brought about in part by heavy taxation on Massachusetts industry is one which threatens the principal source of the well being of our cities in this industrial center, creates the additional danger that a further burden of taxation upon our industries will place them at a great disadvantage in comparison with the industries of other communities, and may lead them to migrate to communities where tax burdens are not so severe. The opportunity for betterment of unemployment conditions is absolutely bound up with the opportunity which our industrial concerns may find for improvement in their affairs, conditions and activities. Any legislation which tends to cripple our industrial fabric aims at the very foundations of general welfare and employment.

OLD AGE ASSISTANCE

The committees are unanimously opposed to any reduction, at this time, in the age limit under the provisions of the old age assistance law. The law will go into effect July 1 of the current year. It makes no provision as to revenue, nor has the source yet been determined. The committee on taxation of the Legislature has recommended an increase in the poll tax of males and the imposition of a similar tax on female residents, and its conclusions reached on the assumption that the age at which needed assistance may be given was 70 years. The action of the House by which the age may be reduced to 65 years doubles the amount of revenue required, according to authoritative estimate.

It is the considered opinion of these committees of the Associated Industries that it is unsound to make any substantial change in the law until, at least, it has been in operation for a year, at the end of which there would be evidence upon which to base reasonable conclusions.

Inasmuch as other proposals are now being considered to afford relief to the needy, it might not be imprudent to postpone the operation of this particular law for a period and until such time as the taxpayer is in better state.

CITY AND TOWN OFFICIALS BACK MAYOR'S POLICY

Legislators Rally to Governor, Resenting Boston Intervention

COMMUNITIES MAY
GET MORE OF GAS TAX

Boston Executive Defends
Position—Protests
Loyalty

By W. E. MULLINS

Mayor Curley's procedure in advocating to a group of legislators a sacrifice of part of the state's highway construction program for the benefit of the municipalities was sharply criticized yesterday as "poor taste" and untimely by Representative Francis E. Rafter of Salem, Gov. Ely's spokesman in the House in the current fight for an emergency highway appropriation.

Informal comment on the issue disclosed that the mayor's action has begun to consolidate support among Republican legislators for the Governor's plan. Much as they dislike it, they prefer to accept it rather than become entangled in supporting one of the mayor's proposals. The present backers of the Governor's legislation also resent any interference by the mayor at this time.

The mayor's plan on the other hand was championed by numerous mayors and selectmen in various sections of the state. They in turn had begun a campaign for support among their local legislators and the result probably will be the offering of an amendment when the bill comes before the House this week to liberalize its abated assessments to cities and towns.

MAY ACCEPT COMPROMISE

Many legislators as a result may be willing to accept a compromise measure which would return to the cities and towns a larger share of the gasoline tax than provided by the ways and means committee bill pending in the House. This measure, which now has the support of Gov. Ely, is for four years' duration only, in contrast to the permanent provisions of the mayor's bill.

In fact, a vigorous fight may occur between those who would give the cities and towns only a temporary share of the gasoline tax, and those who, like the mayor, believe they should have a

permanent return annually from it.

A canvass of mayors and selectmen by The Herald last night indicated that most of them favor the Curley proposal.

The mayor's bill would provide for a return to the municipalities of one-half the present two-cent gasoline tax, distributed in proportion to their state tax assessments. This would distribute about \$5,350,000 annually, with Boston obtaining more than \$1,250,000 each year.

The ways and means committee bill would increase the gas tax to three cents for four years, and give the cities and towns a total of approximately \$9,000,000 in abated assessments from highway contributions. Boston's share under this measure would be only \$238,000 a year. The percentage given to cities and towns would be two-fifths of a cent on each gallon.

The mayor's Friday afternoon conference with legislators whom he urged to support his plan was followed by several developments yesterday.

The state department of public works hurried to the Governor's defence yesterday through Chief Engineer A. W. Dean, who released a

statement denying Mayor Curley's declaration that it could not adequately map out the proposed projects. "The department," he said, "can handle without difficulty all the work under consideration for 1931, including all the projects in the proposal of the Governor without any question."

Dean likewise denied that the city of Boston's engineering forces were equal to those of the state, as declared by the mayor. Dean said, "The engineering force of the commonwealth is far greater than that of the city of Boston, the commonwealth having approximately 700 engineers while the city of Boston has approximately 200 engineers in the street and public works department."

Representative Rafter, although aroused at the mayor's course, released a temperate statement on the furore created by the mayor's declaration that the state was not sufficiently equipped to spend in excess of \$12,000,000 on its highway construction.

While the Governor remained in retirement over the week-end at his home in Westfield his spokesman declared:

"Mayor Curley's procedure in calling for a meeting of those legislators, Friday afternoon, at the Parker house, was in poor taste to say the least. He should have deferred any such action until the fate of the pending measure had been definitely determined. At a subsequent time it would have been received more graciously.

"The initiation of his program possibly may not be at cross purposes with the Governor's, but the cold facts are that his bill has no chance of passing. It is almost substantially what the Governor provided in a slightly different method in his defeated bond issue proposal as outlined in his inaugural message more than two months ago.

"It was amazing to me to see Republican legislators, who had participated in Mr. Curley's bounteous repast, endorsing a measure which they had in substance repudiated earlier in the week with their votes on the amendment I submitted to the pending bill. I take no credit for the amendment I submitted. It was the Governor's and I still believe in its soundness."

Mayor Curley issued a statement defending his meeting with the legislators and again protesting his support of the

Governor. He said Gov. Ely's withdrawal his declaration that the state's engineering forces are inadequate to outline plans to provide for expenditures in excess of \$12,000,000.

In the face of his disclaimer of interference with the Governor's plans, Representative John V. Mahoney, Boston Democrat, declared that it could not be interpreted as anything except outright interference.

In commenting on the Friday meeting, Representative Mahoney said:

"I rejected an invitation to attend the conference and made no excuse for my action. It is inexcusable for the mayor to decline to follow the Democratic administration on Beacon Hill. I believe that the Governor is right and he will have my unwavering support.

"I am convinced that the Curley bill will injure the ways and means committee bill which the Governor has accepted. The legislation contained in the Curley bill is substantially what already has been defeated. What is the use of trying to jam it through in the face of opposition already disclosed to his plan. It's obstruction."

Meanwhile apprehension has been expressed generally by warm supporters of the Governor that the confusion created in the minds of the legislators, first by the Curley suggestion for a 10 per cent. increase in the income tax and now by his attempt to obtain half of the present gasoline tax, will endanger the entire program.

The 10 per cent. income tax increase proposal, although recently dropped by the mayor, yesterday drew the condemnation of the Associated Industries of Massachusetts. Its taxation and legislative committees reached the unanimous opinion that it is "ill advised."

CURLEY'S STATEMENT

Mayor Curley's statement follows:

The conference of legislative representatives from the city of Boston held on Friday was called in conformity with an agreement made by the mayor of each Massachusetts city and the chairman of each board of selectmen for the purpose of presenting facts relative to the abnormal requirements in the budget for 1931 for the relief of the unemployed and needy. Similar meetings will be or have been arranged by the mayors and chairmen of boards of selectmen of most of the cities and towns in the commonwealth.

The charge that the action was a deliberate attempt to injure in any way the legislative program of Gov. Ely or was intended in a hostile spirit is ridiculous and absolutely without foundation. It was specifically set forth at the meeting held on Friday at the Parker house that the executives of the municipalities of the commonwealth were unanimously in favor of a one-cent increase in the gasoline tax and likewise unanimously in favor of Senate bill No. 47, which provides for a distribution of one-half of the gasoline revenue now received by the commonwealth out of the present two-cent tax. That there might be no misunderstanding and that each member of the Legislature might be familiar with the facts a communication was mailed after the meeting to every member of the state Legislature setting forth the above.

CHALLENGES STATEMENT

The statement in a Boston newspaper that the purpose of yesterday's meeting of Boston members of the Legislature was a direct attack upon Governor Ely and his

C. L. U. ASSAILS HIGHER POLL TAX

Names Committee to Prepare Program for Raising Revenue

SEES NEED OF FUNDS FOR AGE ASSISTANCE

A resolution condemning the proposal to increase the poll tax for men from \$2 to \$3 and to place a poll tax of \$2 on women over 20 years of age was adopted by the Boston Central Labor Union yesterday and a committee of five was named to bring into the next meeting for consideration a tax program for increasing revenues of the state that organized labor can squarely support.

This action was taken after two hours of debate, during which many different views were aired and the whole taxation problem discussed from every angle as it affects the finding of revenue to meet the expenses of the old-age assistance law and to carry out proposed road building and other proposed welfare programs.

A few delegates opposed any C. L. U. action in the situation on the ground that it was the tax commissioner's job. The majority opposition was based on the fact that three weeks will elapse before the next regular meeting of the body, during which time legislative action may be taken without labor's voice being heard on important questions.

URGES CONSTRUCTIVE POLICY

In opposing the delay called for by the resolution, John J. Carroll of the Cement Finishers' Union, agreeing with that part of the resolution opposing a change in the present poll tax system to make operation of the old-age assistance law on July 1 possible, declared that the resolution should be constructive as well as condemnatory and should call for "a tax on excess income from industry" to meet this specific pension obligation.

S. J. McBride, a former president of the Boston Typographical Union, and chairman of the board of control of the Trade Union College of the C. L. U., who sponsored the resolution, favored Mayor Curley's proposal for a flat increase of 10 per cent. in the state income tax as one means of raising required state revenues. He condemned the proposed poll tax increase and especially the proposal levy on women as vicious and scored the minimum wage commission for its alleged failure to prevent the exploitation of women in industry, especially in some of the mill centres of this state.

New England Organizer Frank H. McCarthy, chairman of the resolution committee, charged that every effort was being made by the Massachusetts Tax Association and similar organizations to place the burden of taxation on the shoulders of the workers, who were the least able to bear it.

The committee named to make a study of the tax problem and report back to the next meeting included S. J.

McBride, E. A. Johnson, Joseph Cabral, William A. Collins and John MacDonald.

Samuel Squibb, president of the International Granite Cutters' Union, registered a complaint on the floor of the body against Mayor Curley for his alleged action in awarding a contract for edge stones to a non-union firm outside of Boston while a meeting with a committee working in the interest of a Boston firm, which is strictly union, was scheduled for the day after the contract was awarded.

Following President Squibb's complaint, a committee consisting of Frank P. Fenton, Harry P. Grages, Michael J. O'Donnell and Michael McSheedy was named to seek a conference with the mayor in relation to this situation.

G. G. A. ASKS PROBE

Favors Investigation of City's Finances

Recommendations that a legislative committee be appointed to find means of curtailing municipal expenditures and borrowing and an investigation of Boston's municipal finances by the chamber of commerce and the Real Estate Exchange, were made by the Good Government Association in a statement issued yesterday.

The recommendations read:

"(1) That a legislative committee be formed to investigate ways and means of curtailing municipal expenditures and borrowing in Massachusetts;

"(2) That the chamber of commerce and Boston Real Estate Exchange accept the challenge of Mayor Curley and thoroughly investigate the proposed budget for 1931 with a view to making specific suggestions as to practical means of effecting substantial economies in the government of the city of Boston."

In conclusion, the statement says: "It is high time we turn our attention to economical, business-like government rather than concentrate our efforts on finding new sources of revenue to defray ever increasing city expenses."

The statement also endorses the statement of Senator Samuel W. Wragg, chairman of the legislative committee on municipal finance, to the effect that many Massachusetts cities are living beyond their means and are heading toward a serious financial crisis.



Mayor Curley, served—lingered outside the theater to voice their disapproval. Ticket takers did not notice the spurious admission checks until the house was filled when it was too late.

Inside the theater 2000 persons, a capacity crowd, joined in enthusiastic exercises as the opening event in the joint observance tomorrow of St. Patrick's Day and the 155th anniversary of the evacuation of Boston by the British. Several smaller celebrations were held last night throughout South Boston, with the entire section in gala garb for the three-day fete.

Prizes were awarded to grammar school pupils for the best essays in a contest sponsored by the South

The Program

MONDAY

All day—Open house.
8 p. m.—Annual banquet of South Boston Citizens' Association at Hotel Bradford.

TUESDAY

9 to 11 a. m.—Free shows at South Boston theaters to school children.

Noon—Parade in Eliot sq., Roxbury, to Highland Park.

11:45 p. m.—Dedication of monument to memory of Maj.-Gen. Henry Knox, Colonial War hero, at Highland Park. Address by Mayor Curley and other noted speakers.

2 p. m.—Evacuation Day parade. Starts at Edward Everett sq. and proceeds over chief South Boston streets.

4:40 p. m.—Mayor Curley lays corner stone of new \$300,000 L. st. bathhouse.

5 to 11 p. m.—Open house in South Boston homes.

7 p. m.—Charitable Irish Society holds 194th anniversary banquet at Hotel Somerset.

Boston Citizens' Association. Winners of the gold, silver and bronze medals, respectively, were Edward O'Connell, Nazareth school; Eleanor Serafini, William E. Russell school, and Mary Hale, Gate of Heaven school.

Ten others were presented pen and pencil sets, given by Mayor Curley, who was unable to attend the exercises last night. The 10 are Cathleen Derrane, Nazareth; Olga Udaley and Anna Kelleher, Norcross; Dorothy Walsh, St. Augustine's; Robert McDermott and Stuart Wylie, Thomas N. Hart; Paul Walsh and Edward Healey, Gate of Heaven; Edward Noonan, Bigelow; and Mary McGeary, SS. Peter and Paul school.

Although many events are listed for the two days' celebration, three other major features will be the outstanding ones. One takes place tonight at the Hotel Bradford, when the South Boston Citizens' Association holds its annual banquet.

The chief speaker will be James M. McCann, Portland, Me., educator. Governor Ely, Mayor Curley, Lieut.-Gov. Youngman, President Bacon of the Senate, Speaker Saltonstall of the House of Representatives, Lieut.-Gen. Edward L. Logan, Dist. Atty. Foley and representative of the Army and Navy will be among the guests.

RECORD 3/16/31

Fake Tickets Cause Jam at So. Boston Fete

Holders of 450 "fake" tickets for the South Boston Evacuation Day exercises in Broadway Theater last night unwittingly caused a jam outside the theater by several hundred holders of genuine tickets and a police sergeant and 10 patrolmen had all they could do to cope with the throng.

More than 200 disappointed holders of official tickets—all of them marked "reserved," although there were no re-